V01460 001 880907 AGENDA & MIN 198812

OPERATION & WORKS COMMITTEE MG.O



SMITH, RENA 3895 DOUG LEAVENS BLVD.

CITY OF MISSISSAUGA
RETURN TO CENTRAL RECORDS
BOX LABEL

- V01460-

LOCATION LABEL



THE CORPORATION OF THE CITY OF MISSISSAUGA A G E N D A OPERATIONS AND WORKS COMMITTEE WEDNESDAY, SEPTEMBER 7, 1988 – 2:00 P.M. RESOURCE LIBRARY – CIVIC CENTRE

Members: Councillor H. Kennedy (Chairman)
Councillor F. McKechnie
Councillor D. Culham
Councillor D. Cook
Councillor D. Lane
Councillor T. Southorn
Mayor H. McCallion (Ex-Officio)

Prepared by: Linda Mailer, Clerk's Department (896-5425)
Date: August 31, 1988

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - SEPTEMBER 7, 1988

DEPUTATIONS - 2:00 P.M.

A. Bell Canada

See Item 9

F.04.06

| ITEM FILE | | SUBJECT |
|-----------|-----------------------------|---|
| 1. | A.06.01 | 1987 Fire Department Annual Report |
| 2. | M-830 | Park Point Estates - Parkwood Place Redesignation of Fire Break Lot |
| 3. | F.05.05 | Newspaper Boxes Policy |
| 4. | T-87066 | Kennedy Business Park - Preservicing |
| 5. | M-624 | Adwel Developments - Sandy and Helen Aguanno - Grading and Drainage Agreement - Lot 27, 938 Wetherby Lane |
| 6. | M-599.02 | Ilomar Subdivision - Draw on Securities |
| 7. | M-528.02 | Fieldgate Development and Construction Subdivision - |
| 8. | PCC 197 | Peel Condominium Corporation 197 - Naming of Private Road - |
| 9. | F.04.06 | Bell Canada Underground Facilities |
| 10. | F.02.04.03 J.05.88088.01 | McLaughlin Road - Temporary Road Closing |
| 11. | F.06.04.02 | Maple Avenue North - 12 Hour Parking |
| 12. | F.06.04.02 | Jolliffe Avenue - 12 Hour Parking |
| 13. | F 06.03.08 | Ministry of Transportation - Northwest Mississauga Roads Review |
| 14. | A.03.04.11.02 | Traffic Safety Council Report 5-88 |
| 15. | A.02.03.02.02 J.05.88011 | Highway 403 Arterial Road Extension |
| 16. | A.04.07 | Front End Developer Financing of Utility Works - Region of Peel Resolution |
| 17. | F.06.04 | Balsam Avenue - Vehicle Speeds |

CITY OF MISSISSAUGA

AGENDA

OPERATIONS AND WORKS COMMITTEE

SEPTEMBER 7 1988

DEPUTATIONS - 2:00 P.M.

A. Representative of Bell Canada.

F.04.06

See Item 9

MATTERS FOR CONSIDERATION:

 Report dated August 17, 1988, from the Fire Chief enclosing the 1987 Fire Department Annual Report which summarizes the activities of the Fire Department for the year ending December 31, 1987.

Again, with the record growth and activity within the City, all staff have been extremely active. Special recognition is given to our Fire Prevention personnel who handled their responsibilities with distinction. The plan review process maintained very acceptable time frames during the year and this, together with site inspections, fire investigations, fire route inspections and inspections of existing buildings for licensing or sale purposes, required considerable dedication to provide the service that is expected.

The provision of quality emergency service to this municipality cannot be achieved without assistance and support of many groups and individuals. This report provides the opportunity to express appreciation for the support given by Mayor McCallion and Members of Council, our City Manager and the Senior Management Team of the City.

All of the groups and agencies who work with us throughout the year must be thanked for without their assistance the task would be more difficult. They include the Peel Regional Police, Ontario Provincial Police, Ambulance Services, Hydro Mississauga, Consumers' Gas, Office of the Fire Marshal and the Lakeshore Fire Buffs Canteen Service.

RECOMMENDATION:

That the 1987 Annual Report of the Fire Department be received as information.

A.06.01

RECOMMEND ADOPTION

Report dated August 11, 1988, from the Fire Chief regarding the request for a redesignation of the fire break lot for Park Point Estates/Parkwood Place. This request has been reviewed and the change does not affect the intent of the fire break requirement of not having more than six houses in a row under construction in the framed only state at the same time.

RECOMMENDATION:

That Lot 13 be approved as the designated fire break lot in lieu of Lot 14 as originally agreed in Schedule 'C' of the Servicing Agreement for Park Point Estates/Parkwood Place (lands located north of Eglinton Avenue West /east of Second Lines West).

M-830

RECOMMEND ADOPTION

 Report dated August 16, 1988, from the Commissioner of Public Works regarding a policy for the placement of newspaper boxes in the City.

At the present time there are numerous locations throughout the City at which newspaper boxes are located. As the City grows there is more and more demand for newspaper box locations as well as an increase in the number of publications. Presently, there are boxes owned by the Globe and Mail, The Sun, The Star, Mississauga News, Financial Post, The Brampton Prospector, etc. and there is no formal policy approved by Council outlining the terms and conditions controlling the number or location of any of those boxes. The only policy adopted by Council on this issue was back in 1978, copy of which is attached. At this time we feel that it would be appropriate to establish a comprehensive policy to govern the sale of newspapers within the Public Highway.

It is concluded at this time that a formal Licensing Agreement should be entered into between the City and the various Newspaper Companies which will govern the terms and conditions of the placement of newspaper boxes within the street allowances within the City of Mississauga. Such street allowances would include all City streets as well as streets under the jurisdiction of the Region of Peel. Appendices to the agreement would cover all of the locations which the applicable newspaper publisher has permission to place and maintain boxes. These lists would be amended from time to time to reflect the additions and deletions to date.

RECOMMENDATION:

- (a) That the Legal Department prepare a by-law to control the placement and maintenance of any box for the dispensing of newspapers on any road allowance within the City of Mississauga under the jurisdiction of the City of Mississauga.
- (b) That a license agreement be prepared by the City's Legal Department for execution by the various newspaper companies to govern the terms and conditions of the placement of newspaper boxes in the City of Mississauga and that these conditions be in accordance with the report dated August 16, 1988 from the Commissioner of Public Works.
- (c) That discussions be entered into with the Region of Peel with a view to having a consistent policy for the placement of newspaper boxes on Regional roads.
- (d) That the Planning and Building Department report to the Operations & Works Committee after discussion with the Newspaper Companies on the feasibility of providing combination boxes which would be aesthetically pleasing as well as practical with special emphasis being placed on the B.I.A.'s and City Centre areas.
- (e) That a fee be established in the amount of \$10.00 per box per year and that this fee be included in the proposed by-law and further that the fee be reviewed every five years by Council.

F.05.05

RECOMMEND ADOPTION

Report dated August 29, 1988, from the Commissioner of Public Works in response to a request for preservicing the Kennedy Business Park Industrial Subdivision located south of Derry Road East between Kennedy Road and Hurontario Street prior to a Zoning By-law for these lands being in effect.

The Zoning By-law for this plan was passed by Council on August 17, 1988 as By-law No. 547-88, however it will not come into effect until September 21, 1988.

The underground services within Plan T-87066 have been reviewed by both the City and the Region of Peel and have found to be acceptable. However there are a number of preservicing requirements still to be resolved with the developer.

As the developer will be requested to provide the City with a Letter of Undertaking noting that he recognizes that these works are being carried out prior to the Zoning By-law being in effect and totally at his own risk, 763442 Ontario Limited should be permitted to commence with the construction with the underground services upon satisfying all conditions for preservicing.

RECOMMENDATION:

That not withstanding the City's preservicing policy and the Zoning By-law not being certified by the City Clerk or the Ontario Municipal Board:

(a) that 763442 Ontario Limited be permitted to commence with the construction of the underground services for Plan T-87066, subject to inspection by the Region and City staff and satisfying all conditions as required under the City's preservicing policy;

(b) that 763442 Ontario Limited be advised that should an objection be received by the City of Mississauga on the Rezoning By-law during the appeal period, the developer is to cease all construction activity within Plan T-87066 until the objection has been lifted and the Rezoning By-law is in effect.

T-87066

5.

RECOMMEND ADOPTION

Report dated August 9, 1988, from the Commissioner of Public Works regarding the proposed grading and drainage works for Lot 27, Plan 43M-624, municipally known as 938 Wetherby Lane, owned by Sandy Aguanno and Helen Teresa Aguanno, and Block 40, Plan 43M-624, owned by the City of Mississauga (located north of Burnhamthorpe Road East and west of Tomken Road).

Under Clause 1(1) of the Servicing Agreement, with 605918 Ontario Limited, carrying on business as Adwel Developments for Plan 43M-624, all lots and blocks including Lot 27 and Block 40 are to be certified by the consulting engineer for the developer. In order that this may be carried out, additional grading and drainage works beyond those detailed in the Servicing Agreement will be required.

Our Legal Department recommends that these works be subject to an agreement executed between the developer, Adwel Developments (605918 Ontario Limited), the City of Mississauga, and the owners of Lot 27, Plan 43M-624, Sandy Aguanno and Helen Teresa Aguanno.

This agreement has been reviewed and signed by both the developer and the Aguannos, and now awaits execution by the City.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Agreement between 605918 Ontario Limited, carrying on business as Adwel Developments, the City of Mississauga, and the owners of Lot 27, Plan 43M-624, Sandy Aguanno and Helen Teresa Aguanno for grading and drainage works and that the City Solicitor be directed to register this Agreement on title of Lot 27, Plan 43M-624.

M-624

RECOMMEND ADOPTION

Report dated August 25, 1988, from the Commissioner of Public Works regarding a draw on the developer's securities for the completion of outstanding gradings works in Ilomar Subdivision (Phase 2 - lands located north of Derry Road West/west of Winston Churchill Boulevard).

To date this subdivision is substantially complete; however, there are several lots where the developer has failed to rectify lot grading deficiencies within a reasonable period of time despite notices.

RECOMMENDATION:

That the City of Mississauga complete the outstanding lot grading works (currently estimated at \$50,000.00) in the Ilomar Subdivision (Phase 2 - lands located north of Derry Road West/west of Winston Churchill Boulevard) and that the Commissioner of Finance and Treasurer be authorized to draw on the Letter of Current (currently valued at \$137,280.15) to cover the costs

M-599.02

RECOMMEND ADOPTION

 Report dated August 26, 1988, from the Commissioner of Public Works regarding the assumption of municipal works for Fieldgate Development and Construction Subdivision (Reg. Plan M-528 - located north of Rathburn Road and east of Dixie Road).

As far as the Public Works Department is concerned, all requirements of the Servicing Agreement have been complied with, with respect to the installation of municipal services.

A certified cheque in the amount of \$7,434.95 for cash-in-lieu of outstanding repairs, to include minor sidewalk and curb repairs along with repair of a street sign and stop sign, some minor grading, topsoiling and sodding of boulevards and seeding of lots, has been received by the City and works have been carried out under the City's Subdivision Repairs Contract.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works constructed under the terms of the Servicing Agreement for Fieldgate Development and Construction Subdivision, Plan 43M-528 (located north of the Rathburn Road and east of Dixie Road).
- (b) That the balance of the Letter of Credit (\$86,756.34) securing the Servicing Agreement for Plan 43M-528 be returned to the developer, Fieldgate Development and Construction.
- (c) That a by-law be enacted establishing the road allowance within Plan 43M-528 as public highway and part of the municipal system of the City of Mississauga.

M-528.02

RECOMMEND ADOPTION

Report dated August 8, 1988, from the Commissioner of Public Works in response to a proposed street name for Peel Condominium Corporation 197, 6326 Neuchatel Road. The Condominium Corporation submitted the name "Neuchatel Place" for the private condominium road off "Neuchatel Road".

This submission was reviewed by the Region of Peel Street Name Committee at their meeting of August 3, 1988 and the name "Neuchatel Place" was approved.

RECOMMENDATION:

That "Neuchatel Place" be approved as a street name for the private road for Peel Condominium 197, located north of Britannia Road West and east of Winston Churchill Boulevard subject to the following:

(a) That a standard City of Mississauga street name sign indicating the new street with a second blade indicating "PRIVATE ROAD" be erected on Neuchatel Road at the appropriate location;

(b) That the cost of this sign be born by the Peel Condominium Corporation 197 but erected by City forces.

(c) That the units within the development retain their existing unit numbering.

PCC 197 RECOMMEND ADOPTION

 Report dated August 30, 1988, from the Commissioner of Public Works regarding Bell Canada Underground Facilities.

Attached is correspondence which the City has received from Bell Canada regarding underground services dated July 18, 1988 and August 30, 1988.

For the past plus or minus twenty-five years Bell Canada have been a leader in advocating underground plant for cable installations, and it would be difficult to determine the exact date when the last aboveground Bell plant was installed in a new subdivision in Mississauga. Throughout this period of time all underground installation work was done at the cost of Bell Canada to the best of our knowledge.

In the recent past, in liaison meetings with the cable companies (Bell, Cable TV), we were advised that they were being overcharged by developers for the cost of trenching as the City insisted Hydro, Bell and Cable TV go in the same trench, and the developers were overcharging the utilities in order to compensate for the cost of installing hydro. Hydro, similar to the City, have an agreement with the developers to install hydro plant and street lighting at the developers' cost. In order to help rectify this situation we have held up the signing of subdivision agreements until we receive in writing a letter from both Bell Canada and Cable TV that the specific developer has made satisfactory arrangements with them for cable installation. We assumed that things have been working satisfactorily until receipt of the letter from Bell Canada dated July 18, 1988.

Bell Canada is requesting that we include a clause in our subdivision agreements which would require a developer to pay the cost of placing their plant underground (trench cost only). In the event we do not agree to this, Bell Canada will install their plant aboveground in either an easement (backyard) or on the road allowance (frontyard). Bell Canada feel that they have the right to install their plant either aboveground or below ground as indicated in their letter of July 18, 1988.

It would be appropriate since these changes are so radical from our current policies to refer this matter to staff for consideration at a future Operations and Works Committee meeting.

RECOMMENDATION:

That Bell Canada be advised that their request for inclusion in the City of Mississauga subdivision requirements has been referred to staff for a report at a future Operations and Works Committee meeting in October 1988.

Representatives of Bell Canada will attend the September 7, 1988 Operations and Works Committee meeting to outline their position and answer any questions Committee may have.

F.04.06

RECOMMEND ADOPTION

Report dated August 8, 1988, from the Commissioner of Public Works 10. regarding the closure of McLaughlin Road.

RECOMMENDATION:

That a by-law be enacted to implement the closure of McLaughlin Road from Bristol Road to Matheson Boulevard during the dates of September 19, 1988 and 9:00 am to November 7, 1988 at 12:00 midnight for the purpose of road and underground service construction;

That a by-law be enacted to implement the closure of McLaughlin Road from Matheson Boulevard to Britannia Road during the dates of November 4, 1988 at 9:00 am to December 2, 1988 at 12:00 mldnlght for the purpose of road and underground service construction; (c)

That By-laws 413-88 and 414-88 be repealed due to the delay of the contract tender sale for McLaughlin Road from Bristol Road to

Britannia Road.

Council at its meeting on Wednesday, August 17, 1988, deferred the report to this meeting to clarify the question of whether or not an environmental assessment was required on this project.

Staff will provide a verbal update on the status of the matter.

F.02.04.03 J.05.88008.01

DIRECTION REQUIRED

11. Report dated August 12, 1988, from the Commissioner of Public Works in response to a request from a resident for 12 hour parking on Maple Avenue due to the shortage of on site parking.

The resident was advised that a petition should be submitted by at least 66% of the residents on Maple Avenue; however, less than 50% of the total residents on the street signed the petition. This has been reviewed by Councillor Kennedy and he requests that 12 hour parking be implemented on the east side.

Maple Avenue North is a standard 8.5 meter (28 feet) roadway which can accommodate one side parking while still providing for two way traffic flow.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to implement 12 hour parking on the east side of Maple Avenue North between a point 15 meters (50 feet) north of Lakeshore Road West and a point 60 meters (200 feet) northerly.

F.06.04.02

RECOMMEND ADOPTION

12. Report dated August 19, 1988, from the Commissioner of Public Works in response to a petition from the residents of Jollifee Avenue for extended on street parking.

Observations reveal that each home on this roadway has a minimum of 200% on site parking with some room for additional expansion and based on City policy extended on street parking is not required.

RECOMMENDATION:

That in accordance with City policy, extended on street parking not be implemented on Jollifee Avenue as a minimum of 200% on site parking is available for each home.

F.06.04.02

RECOMMEND ADOPTION

13. Letter dated July 29, 1988, from Mr. David G. Hobbs, Deputy Minister, Ministry of Transportation in response to the City's recommendations regarding the Northwest Mississauga Roads Review and in particular the programming of the Highway 401 collector/distributor system westerly to the proposed Mavis Road Extension by 1993.

Operations/Works

-9-

September 7, 1988

Mr. Hobbs advises that due to the number of projects, the staging involved and the time required to carry out the pre-contract engineering activities and construction work, it is not possible to complete the widening of Highway 401 to Mavis Road by 1993 and no commitment can be given at this time as to when the work will be completed.

F.06.03.08

RECOMMEND RECEIPT

14. Report 5-88 of the Traffic Safety Council meeting held on August 17, 1988.

A.03.04.11.02

RECOMMEND ADOPTION

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Received by AUG 19 1988

Clerk's Files A-06-01

OFFRATIONAWORKS.

SEP 7 1988

Originator

DATE:

August 17th, 1988.

TO:

CHAIRMAN & MEMBERS OF THE OPERATIONS & WORKS COMMITTEE

FROM:

G. E. Bentley, Fire Chief

SUBJECT:

1987 Fire Department Annual Report

ORIGIN;

Fire Department

COMMENTS:

The information contained in this report summarizes the activities of the Fire Department for the year ending December 31st, 1987.

There were 6320 emergency calls handled during the year resulting in one fire death and an estimated dollar loss of \$28.869.211.00. The number of emergencies increased by 9.3% over 1986 figures and the fire losses are listed at a record high level. The loss figure was impacted significantly by a fire at the Petro Canada Refinery which caused \$25,000,000.00 in damage. There were four fires at residential construction sites resulting in \$725,000.00 damage which is a reduction over previous years. The new fire break lot requirement, which is now becoming evident in new subdivisions, will lessen the conflagration hazard. There were only two other fires with losses over \$100,000.00 and twelve additional fires with losses over \$50,000.00. The details of the large loss fires are included in other parts of this report.

The single fire related death that occurred in 1987 was the result of an apartment fire on April 11th at 7555 Goreway Drive. Mr. John Dear, who was rescued and treated on the scene by firefighters, died in the hospital from burns several weeks after the incident.

The average response time for all emergencies increased slightly during 1987. This increase is considered to be the result of the sprawl effect of newly developing areas, which are beyond the four minute response zone of existing stations, as well as the traffic and construction activities on our roads. Control of traffic signals and the orderly placement of additional stations in growth areas will eventually allow the response goal to be achieved.

COMMENTS CONT'D.



Fire Station 14 located in leased facilities at 245 Matheson Boulevard East was equipped and readied for service for January 1st, 1988. Twenty staff members were hired in October and were given training in preparation for assignments throughout the system to provide staffing for the new station. This station will provide improved service to a substantial area of the City.

Again, with the record growth and activity within the City, all staff have been extremely active. Special recognition is given to our Fire Prevention personnel who handled their responsibilities with distinction. The plan review process maintained very acceptable time frames during the year and this, together with site inspections, fire investigations, fire route inspections and inspections of existing buildings for licencing or sale purposes, required considerable dedication to provide the service that is expected.

Assistant Deputy Chief John Hickey, Captain Rodger Keller and Captain Frank Snow retired during 1987 after serving the municipality for many years. One other staff member resigned and four new staff members were hired and trained to fill the vacancies.

31 members of the Fire Department received the Exemplary Fire Service Medal from the Government of Canada in recognition of service to their municipality and 3 members received long service recognition from the Province of Ontario.

The provision of quality emergency service to this municipality cannot be achieved without assistance and support of many groups and individuals. This report provides the opportunity to express appreciation for the support given by Mayor McCallion and Members of Council, our City Manager and the Senior Management Team of the City.

I thank also, all of the groups and agencies who work with us throughout the year. Without their assistance our task would be more difficult. They include the Peel Regional Police, Ontario Provincial Police, Ambulance Services, Hydro Mississauga, Consumers' Gas, Office of the Fire Marshal and the Lakeshore Fire Buffs Canteen Service.

OPERATIONS & WORKS

- 3 -

August 17th, 1988.

COMMENTS CONT'D.

In conclusion, I commend all Officers and Staff of this department for their contribution to the service provided to citizens of this municipality. Your professionalism is widely recognized.

RECOMMENDATION:

That the 1987 Annual Report of the Fire Department be received as information.

GEB:cr c.c. D. A. Lychak, City Manager Doc. # 12761



AUG 1 9 1988

OFFRATIONAWORKS. SEP 7 1988

DATE:

August 11, 1988

TO:

Chairman & Members of the Operations & Horks Committee

FROM:

Gordon E. Bentley, Fire Chief

SUBJECT:

Redesignation of Fire Break Lot Park Point Estates - Parkwood Place

R.P. M-830

ORIGIN:

Request for Report 266-88

BACKGROUND:

The Fire Department reviews original draft plans of subdivision and designates suitable fire break lot(s). The developer is given the opportunity for comment or change prior to all agreements being completed.

COMMENTS:

We have reviewed the request for a change in fire break designation from Lot 14 to Lot 13 on the above noted plan of subdivision.

This change does not affect the intent of the fire break requirement of not having more than six houses in a row under construction in the framed only state at the same time.

RECOMMENDATION:

Lot 13 be approved as the designated fire break lot in lieu of Lot 14 as originally agreed in Schedule 'C' of

the Servicing Agreement.

GEB: hyd Doc. # 3180I



Received by Clerk's Dept. AUG 1 9 1988

Clerk's File

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OPERATIONS/WORKS.__

DATE - 33 1 9 1988 1988 FILE IN F-05 05

Originator 1 211 00025 Files 11 161 00009 11 141 00045

DATE:

August 16, 1988

CLE AS INFARIMENT

TO:

Chairman and Members of Operations and Works Committee

FROM:

William P. Taylor, P. Eng., Commissioner, Public Works

SUBJECT:

Newspaper Boxes within the City of Mississauga

BACKGROUND:

At the present time there are numerous locations throughout the City at which newspaper boxes are located. As the City grows there is more and more demand for newspaper box locations as well as an increase in the number of publications. Presently, there are boxes owned by the Globe and Mail, The Sun, The Star, Mississauga News, Financial Post, The Brampton Prospector, etc. and there is no formal policy approved by Council outlining the terms and conditions controlling the number or location of any of those boxes. The only policy adopted by Council on this issue was back in 1978, copy of which is attached. At this time we feel that it would be appropriate to establish a comprehensive policy to govern the sale of newspapers within the Public Highway.

Before recommending a formal set of guidelines a survey of surrounding Municipalities was undertaken to determine if they had an applicable by-law governing the placement of newspaper boxes and what fee, if any, was charged for approval. The following is a brief summary of the findings.

NORTH YORK - Council has a policy of the Do's and Don'ts regarding the placement of newspaper boxes. The locations are subject to the approval of the Commissioner of Traffic and the fee charged is \$7.00 per box per year.

ETOBICOKE - Etobicoke has a by-law controlling newspaper boxes and the fee charged is \$500 per Company per year irrespective of the number of boxes.

August 16, 1988

COMMENTS - cont'd.

CITY OF TORONTO - Toronto has a by-law governing placement of boxes. Each individual location is approved by Council. The fee charged is \$7.00 per box per year.

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CITY OF BRAMPTON - No by-law in existence. No fee charged. Matter is dealt with on a complaint basis only.

CITY OF SCARBOROUGH - Policy established by Council for major roadways. For boxes on local residential streets, the local alderman is contacted for input. Charge is \$5.00 per box per year or \$1500 lump sum per year per Company.

There are numerous factors which should be taken into consideration in formulating a policy on this matter, such as:

- A by-law should be enacted which in effect states that no person shall place or maintain any box for the dispensing of newspapers on any road allowance within the City of Mississauga without approval to do so and entering into an agreement with the Corporation containing the conditions upon which such permission has been granted.
- The boxes should not interfere with the safe movement of pedestrians nor with the sight visibility of motorists.
- The boxes must be maintained in an acceptable manner; i.e. rusting conditions, advertising placed on boxes, jagged edges, clean, etc.
- 4. The boxes must be <u>extremely</u> well secured both from a horizontal and vertical standpoint so that they cannot be pushed over or moved.
- 5. The Licensee must indemnify the Corporation against all action suits and claims and a suitable Insurance Policy co-insuring the City and the Region of Peel should be in effect at all times.

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August 16, 1988



COMMENTS - cont'd.

- 6. The Agreement should contain a clause that the Licensee shall remove the boxes at any location within a pre-determined time and upon written notice from the Commissioner of Public Works to do so.
- 7. The control over the placement and maintenance of newspaper boxes on Regional roads should be consistent with that on City roads and discussions should be entered into with the Region to give effect to the approval of this in principle.
- 8. That a definition of "Newspaper" be established and that the by-law be written in such a manner that only boxes containing newspapers be permitted on a Public Highway.
- 9. That the number of newspaper boxes may be limited at any one given location having regard for pedestrian movement activities, sidewalk cleaning, location of utilities and other necessary Public Works functions In this regard we would suggest that it would be appropriate that the Planning and Building Department come up with a unique design from an urban streetscape standpoint in conjunction with the Newspaper Companies to formulate a combination box which would incorporate a number of different newspapers as opposed to the separate boxes as is now the present situation. Such a design would be practical as well as aesthetically pleasing.
- 10. The establishment of a fee on an annual basis per box location which should be established and reviewed at a set interval; example every three years. It would appear that \$10.00 per box per year would be a reasonable figure to select having regard for the rates existing at the present time in Metropolitan Toronto.

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August 16, 1988

CONCLUSION:

It is concluded at this time that a formal Licensing Agreement should be entered into between the City and the various Newspaper Companies which will govern the terms and conditions of the placement of newspaper boxes within the street allowances within the City of Mississauga. Such street allowances would include all City streets as well as streets under the jurisdiction of the Region of Peel.. Appendices to the agreement would cover all of the locations which the applicable newspaper publisher has permission to place and maintain boxes. These lists would be amended from time to time to reflect the additions and deletions to

RECOMMENDATIONS:

- That the Legal Department prepare a by-law to control the placement and maintenance of any box for the dispensing of newspapers on any road allowance within the City of Mississauga under the jurisdiction of the City of Mississauga.
- 2. A license agreement be prepared by the City's Legal Department for execution by the various newspaper companies to govern the terms and conditions of the placement of newspaper boxes in the City of Mississauga and that these conditions be in accordance with the report dated August 16, 1988 from the Commissioner of Public Works.
- That discussions be entered into with the Region of Peel with a view to having a consistent policy for the placement of newspaper boxes on Regional roads.
- 4. That the Planning and Building Department report to the Operations & Works Committee after discussion with the Newspaper Companies on the feasibility of providing combination boxes which would be aesthetically pleasing as well as practical with special emphasis being placed on the B.I.A.'s and City Centre areas.

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August 16, 1988

RECOMMENDATIONS - cont'd.:

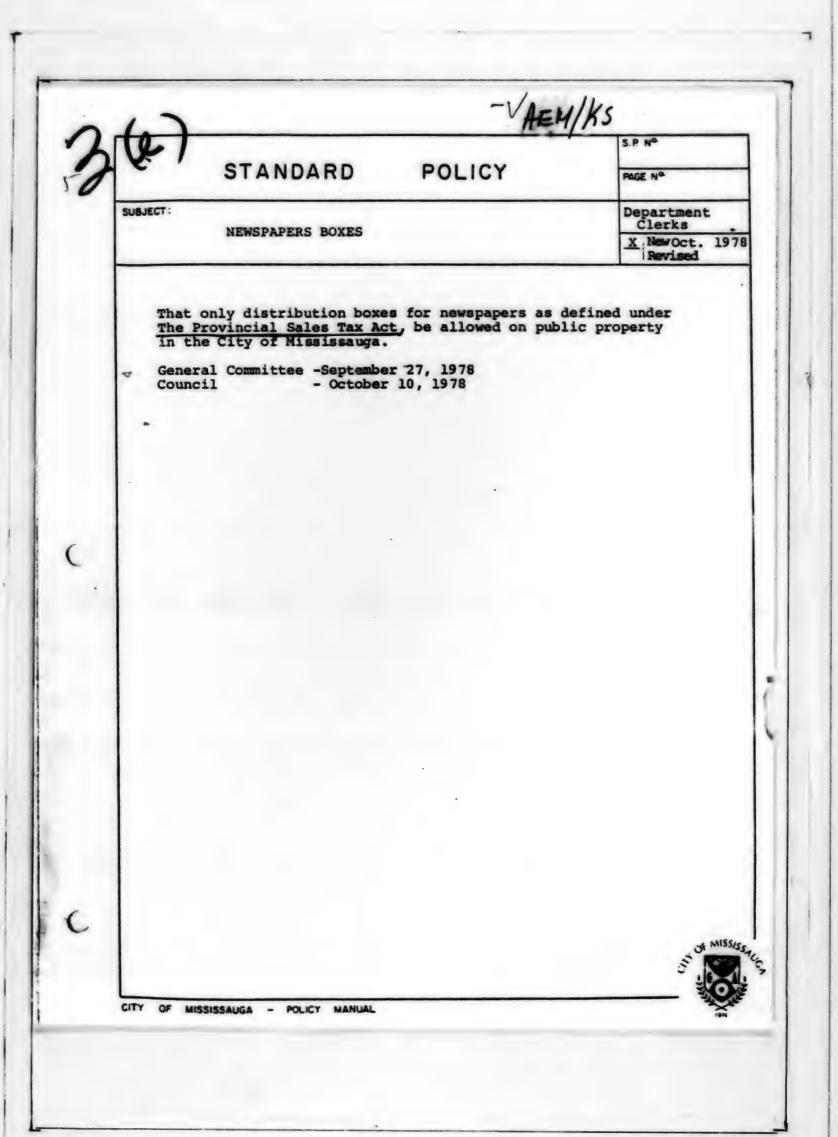
5. That a fee be established in the amount of \$10.00 per box per year and that this fee be included in the proposed by-law and further that the fee be reviewed every five years by council.

William P. Taylor, P. Eng. Commissioner Public Works

0550E/167E

c.c. W. Brown, Region of Peel D. Markle, Region of Peel

Attach.





Received by Clerk's Dept. AUD J 0 1988

Clerk's Files T- 87066

4

OPERATIONS AVORKS_

SEP 7 1988

Originator's Files

T-87066 11 141 00045

DATE:

August 29, 1988

TO:

Chairman and Members of the Operations and Works Committee

FROM:

W. P. Taylor, Commissioner of Public Works

SUBJECT:

Request for preservicing the Kennedy Business Park Industrial Subdivision, T-87066, located south of Derry Road East between Kennedy Road and Hurontario Street (sketch attached)

ORIGIN:

Request from R. E. Winter and Associates Limited (4255 Sherwoodtowne Boulevard, Mississauga, Ontario, L4Z 1Y5)

COMMENTS:

A request has been received from R. E. Winter and Associates Limited on behalf of the developer 763442 Ontario Limited for preservicing of the Plan T-87066 located south of Derry Road East between Kennedy Road and Hurontario Street prior to a Zoning By-law for these lands being in effect.

This request is being made with the understanding that the developer will be submitting an undertaking satisfactory to the City stating that he is aware that the concerned works are being installed prior to the Rezoning By-law being certified by the City Clerk or the O.M.B. and that any objections to the By-law may effect this plan and servicing.

The developer further recognizes that the concerned works are being installed at his own risk and that he is to comply with all directions of the City, including plan and servicing changes that may be required.

The Zoning By-law for this plan was passed by Council on August 17, 1988 as By-law No. 547-88, however it will not come into effect until September 21, 1988.

The underground services within Plan T-87066 have been reviewed by both the City and the Region of Peel and have found to be acceptable. However there are a number of preservicing requirements still to be resolved with the developer.

....2



T-87066 11 141 00045

CONCLUSION:

As the developer will be requested to provide the City with a Letter of Undertaking noting that he recognizes that these works are being carried out prior to the Zoning By-law being in effect and totally at his own risk, 763442 Ontario Limited should be permitted to commence with the construction with the underground services upon satisfying all conditions for preservicing.

RECOMMENDATION:

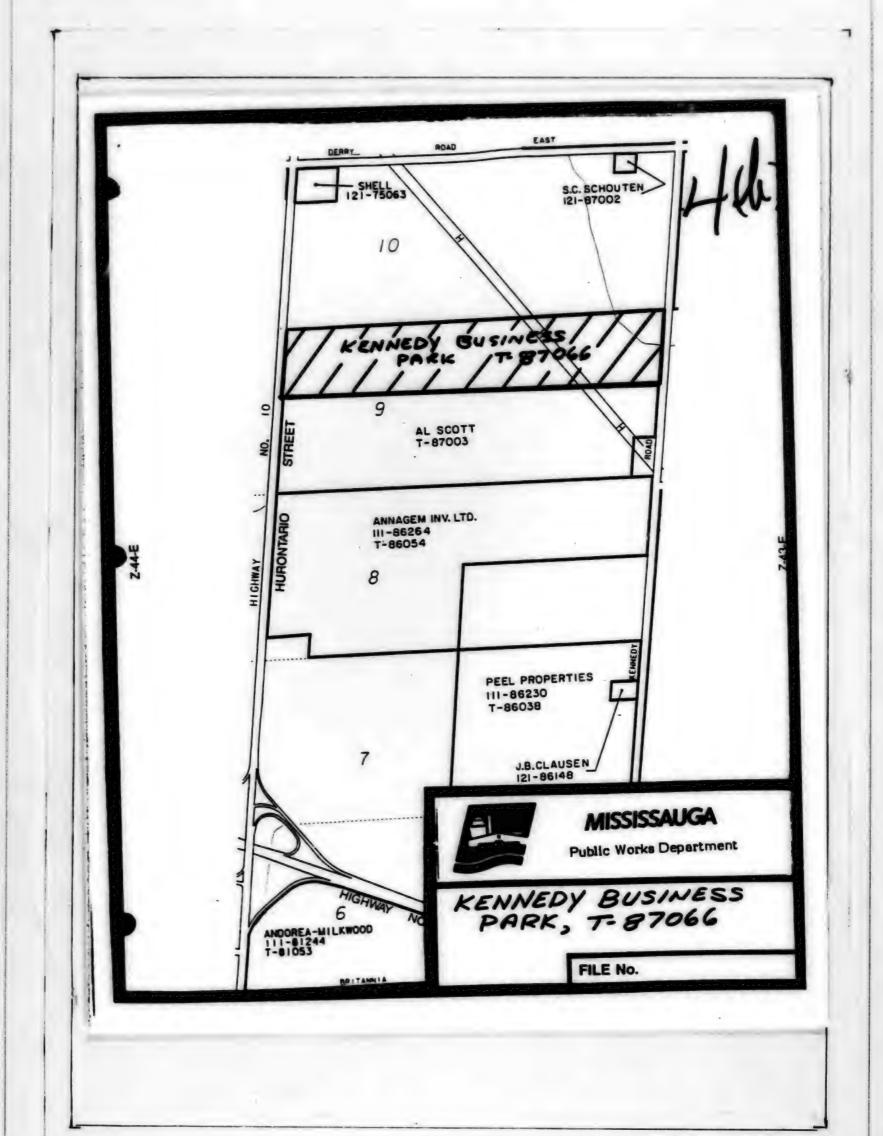
That not withstanding the City's preservicing policy and the Zoning By-law not being certified by the City Clerk or the O.M.B.:

- (a) 763442 Ontario Limited be permitted to commence with the construction of the underground services for Plan T-87066, subject to inspection by the Region and City staff and satisfying all conditions as required under the City's preservicing policy.
- (b) 763442 Ontario Limited be advised that should an objection be received by the City of Mississauga on the Rezoning By-law during the appeal period, the developer is to cease all construction activity within Plan T-87066 until the objection has been lifted and the Rezoning By-law is in effect.

0942E/163E

W. P. Taylor, P. Eng. Commissioner

Public Works





Received by AUG 1 9 1988

Clerk's Files M-624

OFFRATION WORKS

SEP 7 1988

Originator's

M-624

M-624 11-141-00045

DATE:

August 9, 1988

TO:

Chairman and Members of the Operations and Works Committee

FROM:

W.P. Taylor, P. Eng., Commissioner, Public Works Department

SUBJECT:

Proposed grading and drainage works for Lot 27, Plan 43M-624, municipally known as 938 Wetherby Lane, owned by Sandy Aguanno and Helen Teresa Aguanno, and Block 40, Plan 43M-624, owned by the City of Mississauga, and located north of Burnhamthorpe Road East and west of Tomken Road (sketch attached).

ORIGIN:

Servicing Agreement between 605918 Ontario Limited, carrying on business as Adwel Developments (c/o Winter and Silberstein, Suite 900, St. Clair Avenue East, Toronto, Ontario, M4T 2V7), the City of Mississauga and the Regional Municipality of Peel dated June 5, 1985.

COMMENTS:

Under Clause 1(1) of the Servicing Agreement, with 605918 Ontario Limited, carrying on business as Adwel Developments for Plan 43M-624, all lots and blocks including Lot 27 and Block 40 are to be certified by the consulting engineer for the developer. In order that this may be carried out, additional grading and drainage works beyond those detailed in the Servicing Agreement will be required.

Our Legal Department recommends that these works be subject to an agreement executed between the developer, Adwel Developments (605918 Ontario Limited), the City of Mississauga, and the owners of Lot 27, Plan 43M-624, Sandy Aguanno and Helen Teresa Aguanno.

This agreement has been reviewed and signed by both the developer and the Aguannos, and now awaits execution by the City.

....2

Operations and Works Committee



CONCLUSION:

It is now in order for the City of Mississauga to execute the Agreement between the developer, Adwel Developments (605918 Ontario Limited), the City of Mississauga, and the owners of Lot 27, Plan 43M-624, Sandy Aguanno and Helen Teresa Aguanno.

- RECOMMENDATION: a) That the necessary by-law be enacted authorizing City execution of the Agreement between 605918 Ontario Limited, carrying on business as Adwel Developments, the City of Mississauga, and the owners of Lot 27, Plan 43M-624, Sandy Aguanno and Helen Teresa Aguanno,
 - b) That the City Solicitor be directed to register this Agreement on title of Lot 27, Plan 43M-624.

0389E/143E

Attachment

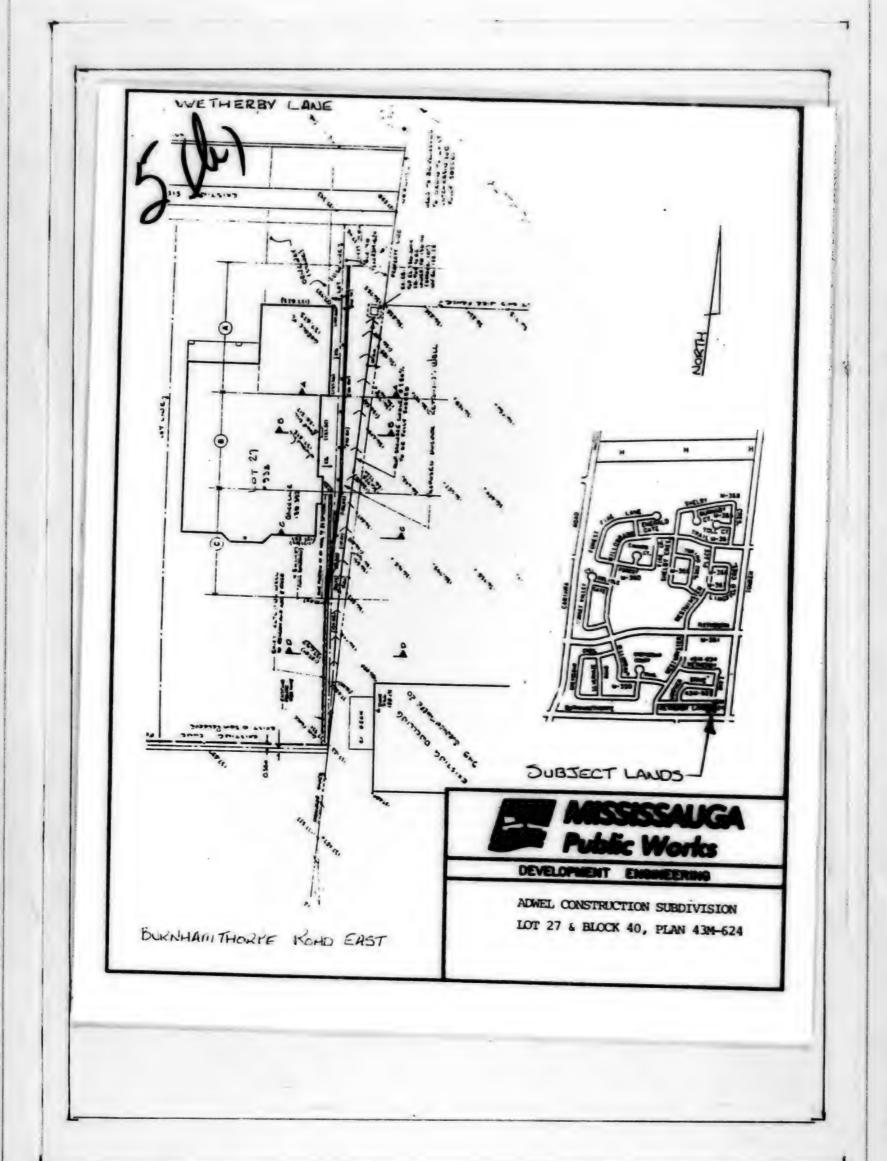
c.c. Councillor M. Prentice

R.G. Charlton W.S. Anderson

J.E. Anderson, Legal Dept.

W. P. Taylor, P. Eng. Commissioner

Public Works Departmen





Received by Clerk's Dept. AUG 3 0 1988

Clerk's Files M-599. 02

SEP 7 1988

OFFERATION WORKS.

Originator's

M-599 11-141-00045

DATE:

August 25, 1988

TO:

Chairman and Members of the Operations and Works Committee

FROM:

W.P. Taylor, P. Eng., Commissioner, Public Works Department

SUBJECT:

Draw on the Developer's securities for the completion of outstanding grading works in Ilomar Subdivision, Phase 2, Plan M-599, located north of Derry Road West and west of Winston Churchill Boulevard (sketch attached).

ORIGIN:

Servicing Agreement dated March 18, 1985 between Kenley Developments Limited (95 Bridgeland Avenue, Toronto, Ontario, M6A 2Y3),2E7), the City of Mississauga and the Regional Municipality of Peel.

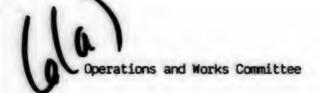
COMMENTS:

In accordance with the Servicing Agreement for the subject development, the developer is required to grade of the building lots to the satisfaction of the City. To date this subdivision is substantially complete, however, there are several lots where the developer has failed to rectify lot grading deficiencies within a reasonable period of time. The current estimated cost of completing these outstanding lot grading works is \$50,000.00.

Despite being advised of the outstanding works, the developer has failed to undertake the required repairs or advise this department as to a firm date for the scheduling of these works. It is therefore recommended that the Commissioner of Public Works be authorized to draw on the developer's securities and arrange for the completion of the outstanding lot grading works under the Subdivision Repairs Contract.

CONCLUSION:

It has been concluded that the developer has had sufficient time and notice from the City to remedy the lot grading deficiencies in the Ilomar Subdivision, Phase 2. It is recommended that the City draw on the developer's securities in order to have this work completed.



August 25, 1988

RECOMMENDATION: That the City of Mississauga:

- a) complete the outstanding lot grading works (currently estimated at \$50,000.00) in the Ilomar Subdivision, Phase 2, Plan M-599, located north of Derry Road West and west of Winston Churchill Boulevard,
- b) draw on the Letter of Credit securing the municipal works for Plan M-599, currently valued at \$137,280.15, to defray the costs incurred by the City pursuant to recommendation (a) above.

0389E/143E

ENOL.

c.c. R.G. Charlton

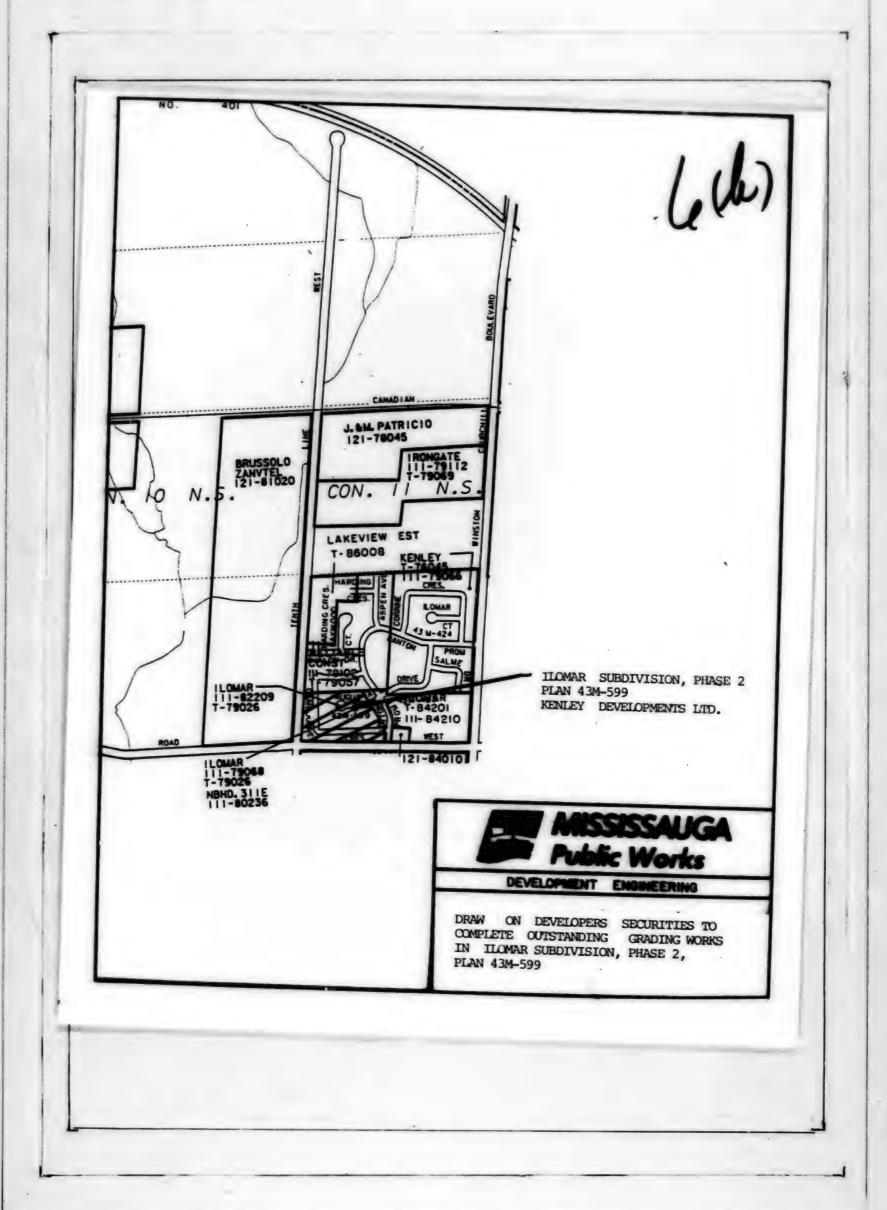
L.J. Harvey

W.H. Munden

I.W. Scott M.D. Zamojc, Region of Peel W.J. Richmond

W. P. Taylor, P. Eng. Commissioner

Public Works Department





eceived by AUG 0 1900

Clerk's Files M-528.02

SEP 7 1988

OFFRATIONS WORKS.

Originator's

M-528 11-141-00045

DATE:

August 26, 1988

TO:

Chairman and Members of the Operations and Works Committee

FROM:

W.P. Taylor, P. Eng., Commissioner, Public Works Department

SUBJECT:

Assumption of the municipal works for Fieldgate Development and Construction Subdivision, Reg. Plan M-528, located north of Rathburn Road and east of Dixie Road (sketch attached).

ORIGIN:

Servicing Agreement dated October 24, 1983 between Fieldgate Development and Construction (3625 Dufferin Street, Suite 503, Downsview, Ontario, M3K 1N4), the City of Mississauga and the Regional Municipality of Peel.

COMMENTS:

The subject development consists of 40 single family residential lots and 8 residential reserve blocks which have been developed in conjunction with adjacent lands.

As far as the Public Works Department is concerned, all requirements of the Servicing Agreement have been complied with, with respect to the installation of municipal services.

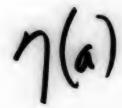
A certified cheque in the amount of \$7,434.95 for cash-in-lieu of outstanding repairs, to include minor sidewalk and curb repairs along with repair of a street sign and stop sign, some minor grading, topsoiling and sodding of boulevards and seeding of lots, has been received by the City and works have been carried out under the City's Subdivision Repairs Contract.

CONCLUSION:

That the municipal works in Plan 43M-528 be assumed by the City and securities lodged with the City be returned to the developer.

Operations and Works Committee

August 26, 1988



RECOMMENDATION: That the City of Mississauga:

- a) assume the municipal works constructed under the terms of the Servicing Agreement for Fieldgate Development and Construction Subdivision, Plan 43M-528, located north of the Rathburn Road and east of Dixie Road,
- b) return the balance of the Letter of Credit (\$86,756.34) securing the Servicing Agreement for Plan 43M-528 to the developer, Fieldgate Development and Construction,
- c) enact a by-law establishing the road allowance within Plan 43M-528 as public highway and part of the municipal system of the City of Mississauga.

WSA/jam 0925E/143E

ENGL.

c.c. Councillor M. Prentice R.G. Charlton

R.G. B. Edmunds

I.W. Scott J. Pitushka

L.J. Harvey

W.H. Munden

P. Marchiori

G.J. Savage, Region of Peel

W. P. Taylor, P. Eng.

Commissioner

Public Works Department



FIELDCATE DEVELOPMENT AND CONSTRUCTION SUBDIVISION PLAN 43M-528



Clerk's Dept. AUG 1 9 1988

Clerk's Files PCC 197

8

OFFICATION CORKS

SEP 7 1988

Originator's

12 111 00014 11 141 00045

DATE:

August 8, 1988.

TO:

Chairman and Members of the Operations and Works Committee

FROM:

W. P. Taylor, Commissioner of Public Works

SUBJECT:

Proposed street name for Peel Condominium Corporation 197,

6326 Neuchatel Road (sketch attached)

ORIGIN:

Public Works Department (Report request #252-88)

COMMENTS:

Mr. Bradley K. May, Treasurer, Peel Condominium Corporation 197, (6326 Neuchatel Road, Unit 40, Mississauga, Ontario, L5N 2J8) submitted the name "Neuchatel Place" for the private condominium road off "Neuchatel Road".

This submission was reviewed by the Region of Peel Street Name Committee at their meeting of August 3, 1988 and the name "Neuchatel Place" was approved.

RECOMMENDATION:

That "Neuchatel Place" be approved as a street name for the private road for Peel Condominium 197, located north of Britannia Road West and east of Winston Churchill Boulevard subject to the following:

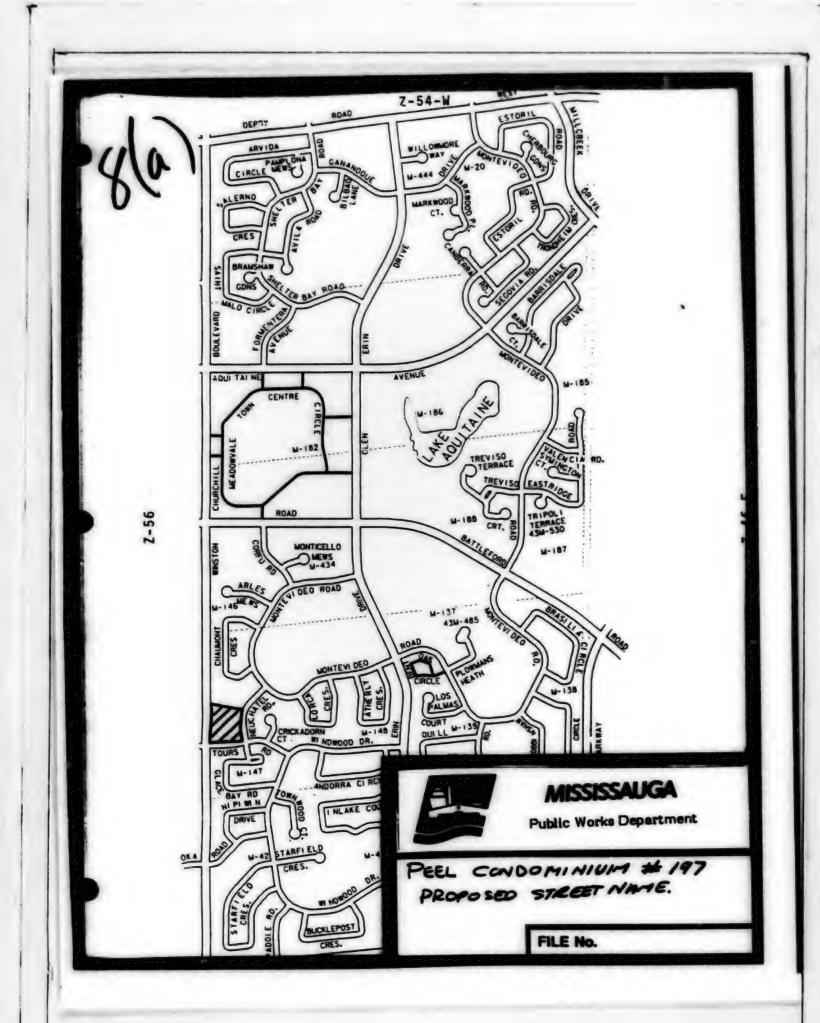
- (a) That a standard City of Mississauga street name sign indicating the new street with a second blade indicating "PRIVATE ROAD" be erected on Neuchatel Road at the appropriate location.
- (b) That the cost of this sign be born by the Peel Condominium Corporation 197 but erected by City forces.
- (c) That the units within the development retain their existing unit numbering.

W. P. Taylor, P. Commissioner Public Works

OPT/gb

cc: Councillor Ted Southorn

0942E/163E





F.04.06

SEP 7 1988

OFFT LIN WORKS

11 349 00017 11 141 88045

DATE:

August 30, 1988

TO:

Chairman and Members of Operations and Works Committee

FROM:

William P. Taylor, P. Eng., Commissioner of Public Works

SUBJECT:

Bell Canada Underground Facilities

ORIGIN:

Public Works Department

COMMENTS:

Attached is correspondence which the City has received from Bell Canada regarding underground services dated July 18, 1988 and August 30, 1988. Representatives of Bell Canada will attend the September 7, 1988 Operations and Works Committee meeting to outline their position and answer any questions Committee may have.

For the past plus or minus twenty-five years Bell Canada have been a leader in advocating underground plant for cable installations, and it would be difficult to determine the exact date when the last aboveground Bell plant was installed in a new subdivision in Mississauga. Throughout this period of time all underground installation work was done at the cost of Bell Canada to the best of our knowledge.

In the recent past, in liaison meetings with the cable companies (Bell, Cable TV), we were advised that they were being overcharged by developers for the cost of trenching as the City insisted Hydro, Bell and Cable TV go in the same trench, and the developers were overcharging the utilities in order to compensate for the cost of installing hydro. Hydro, similar to the City, have an agreement with the developers to install hydro plant and street lighting at the developers' cost. In order to help rectify this situation we have held up the signing of subdivision agreements until we receive in writing a letter from both Bell Canada and Cable TV that the specific developer has made satisfactory arrangements with them for cable installation. We assumed that things have been working satisfactorily until receipt of the letter from Bell Canada dated July 18, 1988.

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Operations and Works Committee

- 2 -

August 30, 1988

CONCLUSION:

Bell Canada is requesting that we include a clause in our subdivision agreements which would require a developer to pay the cost of placing their plant underground (trench cost only). In the event we do not agree to this, Bell Canada will install their plant aboveground in either an easement (backyard) or on the road allowance (frontyard). Bell Canada feel that they have the right to install their plant either aboveground or below ground as indicated in their letter of July 18, 1988.

It would be appropriate since these changes are so radical from our current policies to refer this matter to staff for consideration at a future Operations and Works Committee meeting.

RECOMMENDATION:

That Bell Canada be advised that their request for inclusion in the City of Mississauga subdivision requirements has been referred to staff for a report at a future Operations and Works Committee meeting in October 1988.

William P. Taylor, P. Eng., Commissioner of Public Works

WPT:el Attach. 2

0495E/199E

Distribud

C.T. AYER, P. Eng.
DPERATIONS ENGINEER - D.P. (CV/H)
2 FIELDWAY RD., F2
(415) 232-8970
FAX: 416 231 3019
ENVOY: CT.Ayer



88 08 30

Mr. W.T. Taylor, P. Eng. Commissioner of Public Works, City of Mississauga.

Dear Mr. Taylor:

In my letter of August 7, 1988 to Mr. R.G.B. Edmunds, Commissioner of Planning for the City of Mississauga, I said that in our response to the Region of Peel's request for our comments on proposed plans of subdivisions in the City of Mississauga. Bell will be requesting that the following clauses be included as a condition of draft plan approval, if the City of Mississauga or the developer wishes Bell to provide underground service for the development.

- 1. Bell Canada shall confirm that satisfactory arrangements, financial and otherwise, have been made with Bell Canada for any Bell Canada facilities serving this draft plan of subdivision which are required by the Municipality to be installed underground, a copy of such confirmations shall be forwarded to the municipality.
- The owner shall agree, in the subdivision agreement, in words satisfactory to Bell Canada, to grant to Bell Canada, any easements that may be required for Telecommunication Services.

The reasons for these conditions are that, in the majority of cases, it is more economical for Bell to provide basic service and future growth demand by aerial and above ground design; and our existing subscribers should not be burdened with the additional costs involved if an underground design is required or requested for new development.



When these clauses are included as conditions of draft plan approval or prior to registration, we will be able to negotiate the difference in cost between our overhead; and underground design or the provision of the required trenches by the developer.

To implement this new policy we are contacting developers concerning construction about to start this season and requesting them to sign a "Letter of Understanding" or agreement for Bell to provide underground service if they or the city require the same.

It is my understanding that Messrs. Ede and Harrison will be attending your September 7, 1988 Operations and Works Committee Meeting to answer any questions you or the committee members may have. I hope this explanation of our reasons for this policy change will assist in your in-house discussions. If I can provide you with further information please call me, Mr. Ede, or Mr. Harrison who have immediate knowledge of your concerns.

Yours truly,

OPERATIONS ENGINEER - OP

RECEIVED FILE AUG 3 0 1988 Operations Engineer - O.P. (CV/H) 2 Fieldway Rd., Flr 2 (416) 232-8970 FAX: 416 231-3019 ENVDY: CT.Ayer

1988 07 18

City of Mississauga Russ Edmunds Commissioner of Planning and Building F4, Mississauga Civic Centre 300 City Centre Drive Mississauga, Ontario L5B 3C1

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Q(d) Bell

RE: UNDERGROUND BELL CANADA FACILITIES

This letter is to inform you that according to Bell Canada's General Tariff Item 150.4, as approved by the C.R.T.C., Bell Canada reserves the right to determine the type (wire, cable and radio) and location of facilities to be provided to serve its existing and new subscribers.

In order to ensure that our existing subscribers are not inequitably burdened, developers will be required to provide the necessary trench or trenches, or reimburse Bell for its trenching costs, if the municipality or developer requires that Bell provide underground facilities.

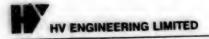
If your municipality requires Bell Canada to provide underground facilities for new developments please include in your Standard Development and Subdivision Agreements the following clauses.

- Bell Canada shall confirm that satisfactory arrangements, financial and otherwise, have been made with Bell Canada for any Bell Canada facilities serving this draft plan of subdivision which are required by the Municipality to be installed underground; a copy of such confirmation shall be forwarded to the Municipality.
- The owner shall agree in the Subdivision Agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunication services.

In the event that you require any further information on this matter, please contact me at your convenience.

Thank you for your cooperation.

Operations Engineer - D.P. (CV/H)



3456 Mavis Road Mississauga, Ontario L5C 178 (416) 566-5200 FAX 566-7002

September 6, 1988

City Clerk
City of Mississauga
300 City Centre Drive
Mississauga, Ont.
L5B 3C1

Re: Operations and Works Committee - September 7, 1958 Meeting

Item: 9 File: F.04.06

Subject: Bell Canada Underground Facilities

Dear Sir,

We act as electrical consultants for First Terragar Holdings Limited on the Terragar Phase 1 Subdivision. (T87045)

We would appreciate having the opportunity to address the Operations and Works Committee on the above referenced item and to take part in future discussions on this matter with Public Works staff prior to their next report to the Committee.

Our concerns on this subject are outlined below:

- 1) Re: Paragraph 3, Public Works Dept. Report, Aug. 30/88; We are quite surprised at Bell's claim that they are being overcharged by developers for the cost of trenching. All our joint use contracts are awarded to the lowest over-all bidder in an open tendering process. Bell is more than welcome to attend these contract openings as are the contractors, the other utilities and of course the owners). On only one or two occasions has a contract been awarded to some other than the lowest bidder and it was done under very exceptional circumstances, mone of ther were in Mississauga and none of them had anything to do with trenching prices: We do not encourage or allow individual prices to be altered or thence to interest canter or any of the parties anterites. If Bell insists that this is so, we would be most interested in seeing proof. On the other hand, we have found Bell to be increasingly unreliable in the production of their cables in a reasonable time so that their cables can be placed together with the Hydro and Cable TV plant. This has caused delays and additional costs to ourselves and our clients.
- 2) Re: Bell's letter to developers regarding terms and conditions for providing underground services, copy enclosed:
- as Regarding point one, if Bell did not have their cable readv when we were in a position to start construction, it would appear that our client would be responsible for all of Bell's trenching

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costs (including hand digging near or over the Hydro and Cable TV plant).

- b) Items two to five inclusive are now standard procedures and require no further comment.
- c) Regarding item six, we presently forward plans to Bell up to four months prior to construction. We have in the past forwarded plans as early as six to eight months in advance of construction. In some cases this has not been enough time for Bell to produce their cable on time for joint installation. Furthermore, their requirement for driveway locations prior to the installation of the cables etc. is totally impractical under the present circumstances. This information is frequently not available for quite some time after the hydro plant is or should be installed. This requirement would further hold up construction and closing of the houses.
- d) Regarding item seven, this amounts to a carte blanche indemnity for Bell at the expense of the Developer. In our opinion it should be up to Bell, as a common carrier and a private corporation, to assume responsibility for their own plant, as does Consumer's Gas and the Cable T V company. If necessary, they should make satisfactory arrangements with the builder(s) to protect their plant. We are sure our clients will give reasonable assistance to Bell in this area, however, the primary responsibility should rest with Bell Canada.
- e) Regarding item eight, if Bell, given a reasonable lead time, cannot install their cables jointly with the Hydro and Cable T V plant, they should assume the full cost and responsibility of installing their plant in their own location as presently designated by the City.

In our view, we see no foundation to Bell's allegation that prices are being "fixed" to their disadvantage and would suggest that in future, developers be relieved of the requirement to go "joint use" with Bell, who would then be free to go alone in a location designated by the City or join with the Hydro servicing on a cost sharing basis.

If we can be of further assistance, we would be pleased to be placed on any sub-condition of this matter.

Yours very truly.
H V ENGINEERING LIMITED

R. A. Hendry, P. Eng.

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op: E. ther. Journal of the entitle .

S. Goldhar, First Terragar Holdings in ited

Letter of Understanding

| And Hinistry Reference No | | For (Owner) |
|--------------------------------------|--|---------------------------------|
| Whereas the Owner | requires that underground serv and blocks within the subdivis | ices are to be ion known as: |
| | | 0 |
| and located in the Hu Region of York | nicipality of <u>City of Hississ</u> | RUQA |

Pell Canada agrees to provide underground services subject to the following terms and conditions:

The Owner Will:

- Provide required trench, and backfill the trench, or
 Reimburse Bell Canada for all trenching costs incurred to install all Bell cables, wires and appurtenances required to provide service within the development.
- Agree with Pell Canada the location of easements as required prior to the installation of the services. Actual registration of same to occur as expeditiously as possible.
- Make best efforts to provide and keep clear at all times during construction, the road allowances, to permit reasonable access to the underground distribution route.
- 4. Complete and provide clearance and grading of the underground distribution system route to within ± 6" (si*) of final levels immediately prior to installation of underground services.
- 5. Provide ley standard iron bars that are clearly visible prior to installation of the cables, wires and appurtenances.
- frovide engineering design information including driveway locations prior to installation of the cables, wires and appurtenances.
- Should any installed equipment or material be damaged by house construction activity only, pay full cost for the recessary repairs until such time as the development is turned over to the municipality.

2233:

Bell Canada Will:

- To the extent it is feasible to do so, install its cables, wires and appurtenances in a compon trench with the electrical distribution system and services in order to reduce the cost of utility trenches to the Owner.
- Coordinate its work with that of the Dwner and the other utilities in order to ensure that they are prepared to proceed immediately following base course asphalt installation, and that Bell Canada's installation is carried out efficiently.

| Signed in duplicate | |
|---------------------|-------|
| for owner: | Date: |
| for Pell Canada: | Date: |
| for Ball Canadas | Boker |

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AUG 1 7 1988

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Clerk's Files F. 02. 04. 03 J.05.88008.01

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OFFTATILL WORKS.

DATE:

August 8, 1988

TO:

Mayor H. McCallion and Members of Council

FROM:

William P. Taylor, P.Eng., Public Works Department.

SEP 7 1988

SUBJECT:

Temporary Road Closures of McLaughlin Road

From Bristol Road to Britannia Road

ORIGIN:

Public Works Department

COMMENTS:

The reconstruction of McLaughlin Road from Bristol Road to Britannia Road has been approved in the 1988 Capital Works Budget. Tender call was scheduled for the month of June with construction to start in August but due to difficulties encountered in the acquisition of property the tender call has been delayed. In the event that property acquisition can be completed during the second week of August, tender sale can proceed during the third week of August with construction

start in September.

CONCLUSION:

As indicated in the report of May 27, 1988 the phased road closure of McLaughlin Road is still required with the scheduled dates to be revised from "the months of August 1988 to November 1988" to "the months of September 1988 to December 1988."

- RECOMMENDATIONS: 1) That By-law Numbers 413-88 and 414-88 be repealed due to the delay of the contract tender sale for McLaughlin Road from Bristol Road to Britannia Road.
 - That a by-law be enacted to implement the closure of McLaughlin Road from Bristol Road to Matheson Boulevard during the dates of September 19, 1988 at 9:00 a.m. to November 7, 1988 at 12:00 midnight for the purpose of road and underground service construction.
 - 3) That a by-law be enacted to implement the closure of McLaughlin Road from Matheson Boulevard to Britannia Road during the dates of November 4, 1988 at 9:00 a.m. to December 23, 1988 at 12:00 midnight for the purpose of road and underground service construction.

! RESOLUTION/BY-LAW AVAILABLE !

William P. Taylor,

Commissioner

Public Works

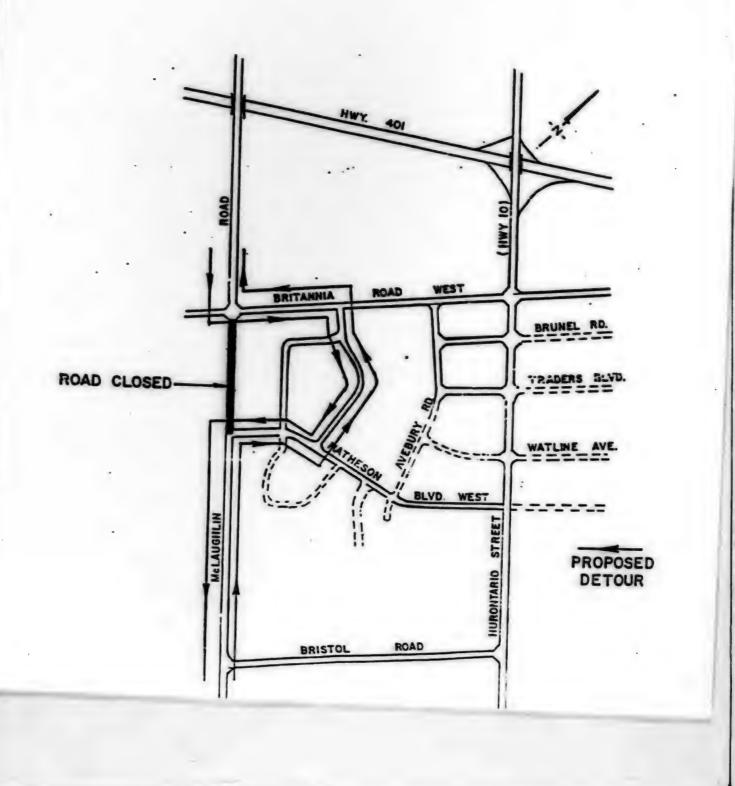
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PHASE II

ROAD CLOSURE NOV 4, 1988 TO DEC. 23, 1988

AND

PROPOSED DETOUR ROUTE



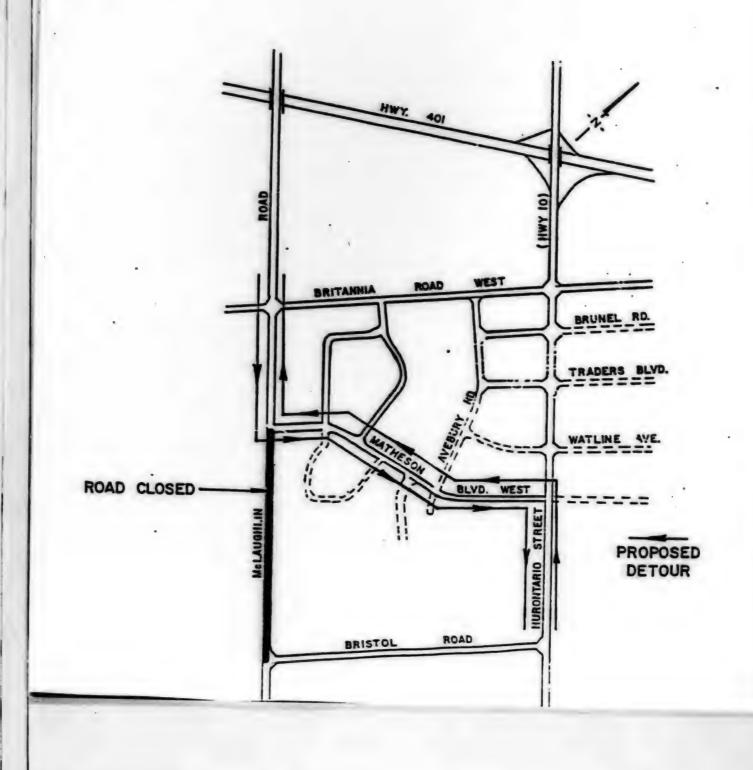
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PHASE

ROAD CLOSURE SEPT. 19,1988 TO NOV. 7, 1988

AND

PROPOSED DETOUR ROUTE





F.06.04.02

OFF TATILE WORKS

11 141 00045 11 161 00011

13 211 00002 13 111 00003

DATE:

August 12, 1988.

TO:

Chairman and Members of the Operations and Works

FROM:

William P. Taylor, P.Eng., Public Works Department.

SUBJECT:

12 Hour Parking - Maple Avenue North.

ORIGIN:

Report Request No. 312-87, Councillor Kennedy, Ward I.

BACKGROUND:

The Public Works Department received a request from a tenant residing at #350 Lakeshore Road West (corner of Maple Avenue North) to provide 12 hours parking on Maple Avenue due to a shortage of on-site parking at her residence. The complainant indicated that a number of tenants owned more than I vehicle while only I parking space per unit was available.

This request was reviewed by staff at which time the complainant was advised that a petition endorsed by at least 66% of the residents of Maple Avenue North was required. A petition was forwarded, however less than 50% of the total residents of the street signed the petition. This information was forwarded to Councillor Kennedy for his review.

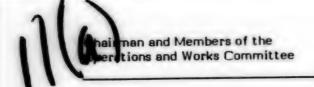
COMMENTS:

Councillor Kennedy has since reviewed this matter and requested the implementation of 12 hour parking on the east side of Maple Avenue North between a point north of Lakeshore Road West and address #9 Maple Avenue North. This would accommodate approximately 6 vehicles which would help alleviate the on-site parking shortage.

CONCLUSION:

Maple Avenue North is a standard 8.5 meter (28 feet) roadway which can accommodate one side parking while still providing for two-way traffic flow. Since parking is currently prohibited on the west side of the roadway, and within 15 meters (50 feet) of Lakeshore Road West on the east side, this request can be

.....2.



-2-

August 12, 1988

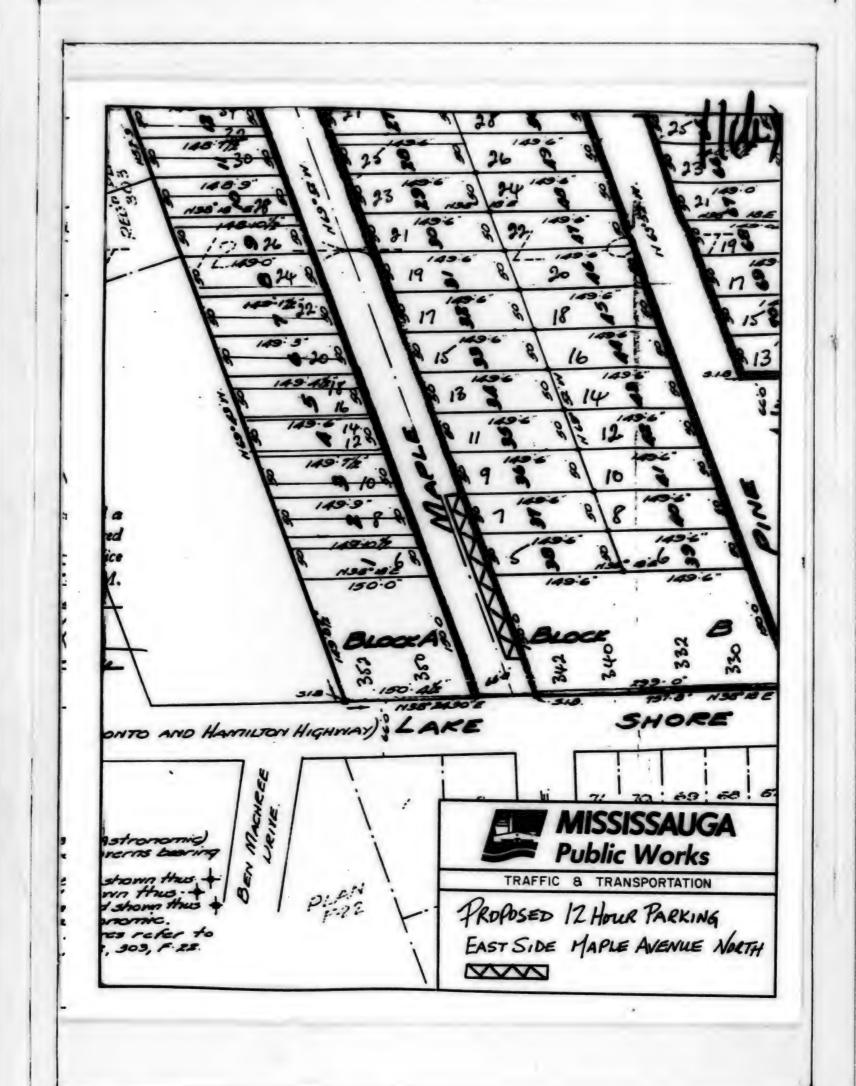
RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79 as amended to implement 12 hour parking on the east side of Maple Avenue North between a point 15 meters (50 feet) north of Lakeshore Road West, and a point 60 meters (200 feet) northerly.

William P. Taylor, P.Eng.,

Commissioner, Public Works Dept.

0969E





F. 06.04.02

OPERATIONS/AVORKS

11 141 00045 11 161 00011 13 211 00048

DATE:

August 19, 1988.

TO:

Chairman and Members of the Operations and Works Committee.

FROM:

William P. Taylor, P.Eng., Public Works Department.

SUBJECT:

Request for Extended (12 hour) Parking - Jolliffe Avenue.

ORIGIN:

Councillor McKechnie. Report Request No. 194-88.

COMMENTS:

In response to Councillor McKechnie's request, Public Works personnel have reviewed extending on-street parking to 12 hours on Jolliffe Avenue.

A petition from the residents of Jolliffe Avenue was forwarded through the Councillor's office requesting 12 hour on-street parking. Observations revealed that each home on this roadway possesses a minimum of 200% on-site parking with some

additional room for expansion.

In accordance with Council policy, extended on-street parking will only be considered in residential areas where less than 200% on-site parking is available with no room for expansion.

It was observed that some garages were being used for storage other than vehicles which may be a contributing factor to any parking problem experienced by these residents.

CONCLUSION:

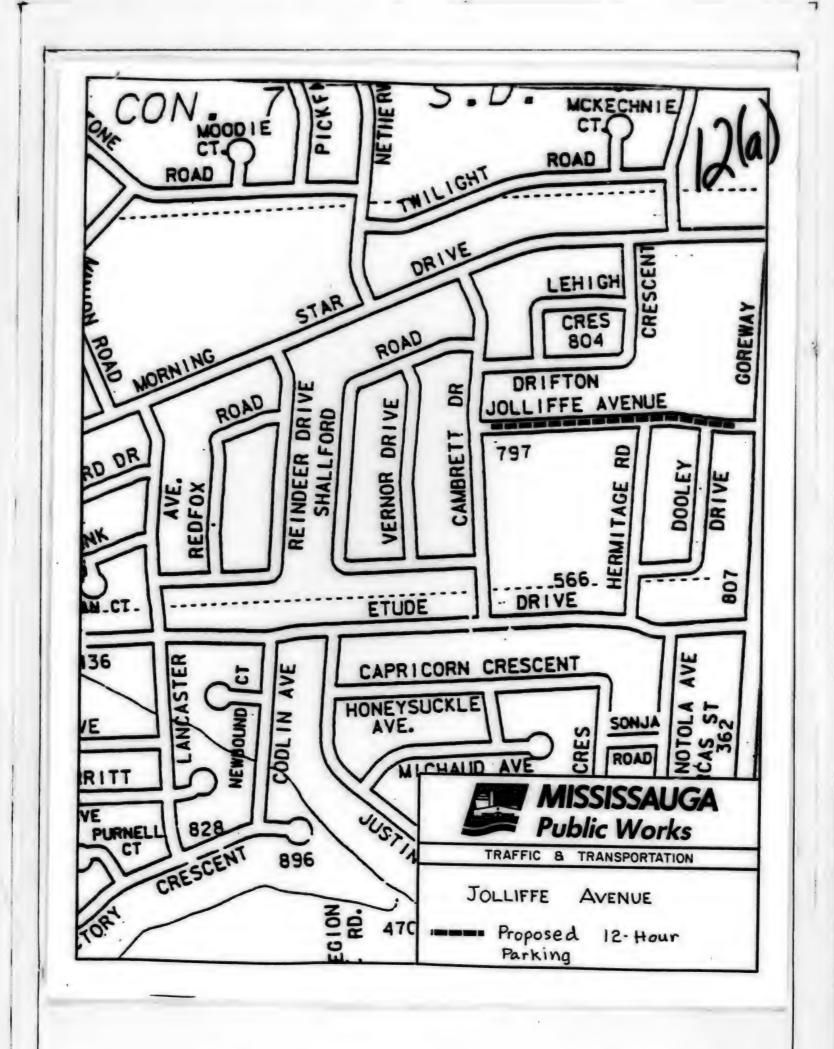
Based on City Council policy, extended on-street parking is not required on Jolliffe Avenue as each residence has a minimum of 200% on-site parking with some room for expansion. Therefore, it is not supported by the Public Works Department.

RECOMMENDATION:

That in accordance with City Council policy, extended on-street parking not be implemented on Jolliffe Avenue as a minimum of 200% on-site parking is available for each home.

William P. Taylor, P.Eng., Commissioner,

Public Works Dept.





Ministry Transportation

Ministère des **Transports**

East Building 1201 Wilson Avenue Downsview, Ontario M3M 1J8

Édifice est 1201 avenue Wilson Downsview (Ontario)



Office of the **Deputy Minister**

Bureau du sous-ministre

7 1988

(416) 235-4449

July 29, 1988

Linda Mailer Committee Coordinator Operations and Works Committee City of Mississauga 300 City Centre Drive Mississauga, Ontario L5B 3C1

ECEIVED Harrist Ma. DATE 103 5 1938 FILE No. F.04.03.0% CLERK'S DEPARTMENT

Dear Ms. Mailer:

This is in response to your memo dated July 12, 1988 regarding the Northwest Mississauga Roads Review and in particular the programming of the Highway 401 collector/distributor system westerly to the proposed Mavis Road Extension by 1993.

At the present time the Ministry is constructing Highway 410 from south of Highway 401 northerly to Bovaird Drive, Brampton. Associated with this work is a project for construction of the core lanes between Tomken Road and Kennedy Road for the westerly extension of the Highway 401 collector/ distributor system. Two additional contracts in subsequent years will complete the collector/distributor system from Highway 410 to Highway 10. As well as major widening, the work will involve reconstruction of the Highway 10 interchange and completion of the Highway 401/403/410 interchange.

Widening of Highway 401 between Highway 10 and the proposed Mavis Road Extension, although approved in a preliminary design report, has not yet been programmed for construction. It is the Ministry's intention to incorporate this work into the Ministry's multi-year work plan to follow completion of work to the east.

Due to the number of projects, the staging involved and the time required to carry out the pre-contract engineering activities and construction work, it will not be possible to complete the widening of Highway 401 to Mavis Road by 1993. At this point in time, I am not in a position to give you a commitment as to when this work will be completed. I can only assure you that I recognize the importance of the Mavis Road extension in the Mississauga Capital Roads Program and that a high priority will be assigned to the future expansion of Highway 401 east of Highway 10.

Yours sincerely,

Pavid G Hobbs Deputy Minister

Office of the Clint

City of Mississauge 300 City Centre Drive Mississauge, Deturis 158 301

Tel. (610) 896-5450 FAX: (610) 896-5220



13(4)

July 12, 1988

Mr. David G. Hobbs
Deputy Minister
Ministry of Transportation Ontario
East Building
1201 Wilson Avenue
Downsview, Ontario
M3M 1J8

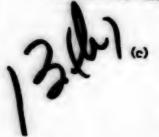
Re:

Northwest Mississauga Roads Review File: F.06.03.08

The Operations and Works Committee at its meeting on June 29, 1988, considered the enclosed report dated June 17, 1988, from Mr. W.P. Taylor, Commissioner of Public Works with respect to the above noted matter and recommended the following:

- OW-278-88 (a) That the Ministry of Transportation be requested to program the construction of the Highway 401 Collector Distributor System westerly to a new interchange at the Mavis Road Extension by 1993.
 - (b) That the following road improvements included in the Region of Peel's "Draft Capital Budget and Forecast Major Roads 1988-1997" be endorsed:
 - The widening of Derry Road from Hurontario Street to west of Highway 401 between 1989 and 1993;
 - (ii) The widening of Britannia Road from Hurontario Street to Creditview Road during 1889 and 1990;
 - (iii) The widening of Mississauga Road from Highway 401 to Erin Mills Parkway in 1989:
 - (iv) The widening of Erin Mills Parkway from Mississauga Road to Battleford Road in 1989;
 - (v) The widening of Erin Mills Parkway from Erin Centre Boulevard to Highway 403. The timing of this should be reviewed to ensure that this improvement is in place prior to occupancy of the townhouse and apartment components of the lands subject to plans of subdivision under Files T-87027 and T-87026.

/continued...



That the Region of Peel be requested to add the following improvements to its "Capital Budget and Forecast - Major Roads 1988-1997":

- The widening of Britannia Road from Creditview Road to Erin Mills Parkway during 1991 and 1992; and
- The widening of Britannia Road from Erin Mills Parkway to Ninth Line.
- That the Region of Peel be requested to add the following condition of (d) approval to the plan of subdivision under File T-87027 by Erin Mills Development Corporation (area bounded by Britannia Road West, Erin Mills Parkway, Thomas Street and Winston Churchill Boulevard): "Prior to site development plan approvals for the townhouses and apartments Britannia Road shall have been completed to 4 lanes from Hurontario Street to Erin Mills Parkway."
- That the findings of the Northwest Mississauga Roads Review (e) respecting City of Mississauga roads as outlined in the report dated June 17, 1988, from the Commissioner of Public Works, to the Operations & Works Committee meeting on June 29, 1988, be approved as a basis for preparing the Public Works Department's 1989 to 1998 Capital Budget and Forecast for Major Road Improvements.

This recommendation was adopted by the Council of The Corporation of the City of Mississauga at its meeting on July 11, 1988.

If you have any questions regarding this matter, I suggest you contact Mr. W.P. Taylor, Commissioner of Public Works.

Yours very truly

Linda Mailer

Committee Coordinator

/1

CC

Mr. L.E. Button, Clerk, Region of Peel

Mr. W.P. Taylor, Commissioner of Public Works

Mr. R.G.B. Edmunds, Commissioner of Planning and Building

Mr. W.H. Munden, Commissioner of Finance and Treasurer



.06.0308

JUN 2 9 1988 OFFENTION WORKS.

11 141 00045 11 211 00134

DATE:

June 17, 1988

TO:

Chairman and Members of the Operations and Works Committee

FROM:

W. P. Taylor, P. Eng., Commissioner of Public Works

Department

SUBJECT:

Northwest Mississauga Roads Review

ORIGIN:

This report has been prepared in response to a number of related requests regarding the impacts of new development on the road network serving the northwest section of Mississauga.

The following list is a summary of the aforementioned requests:

Community Planning and Development Committee meeting of November 30, 1987:

During the discussion of rezoning applications OZ-47-87 and OZ-48-87 in Central Erin Mills, staff were requested to report back on concerns expressed at the public meeting, including traffic impacts.

2. Community Planning and Development Committee meeting of February 1, 1988:

During the discussion of rezoning application OZ-68-87 in Lisgar, staff were requested to report on whether the developer should be required to contribute towards the cost of reconstructing Britannia Road.

3. Community Planning and Development Committee meeting of March 21, 1988:

During the discussion of rezoning application OZ-72-87 in Lisgar, in response to concerns expressed regarding the traffic impacts, staff advised that a comprehensive report on transportation would be forthcoming.

- 2 -

June 17, 1988.

36

(Continued)

In addition, in a letter (January 27, 1988) to the Commissioner of Planning for the City of Mississauga, the Commissioner of Planning for the Region of Peel requested that,

'In processing future applications in your Municipality, would you please make reference in your reports to the adequacy of the local transportation system on which the development will depend so that I can make reference to this in my reports to Regional Planning Committee and Council.'

COMMENTS:

Purpose and Scope of Study

This report presents the findings of a review of the impact of all projected residential and industrial/commercial development on the road network serving the northwest section of Mississauga over the next five (5) years. In addition comments on specific development applications are provided.

The study area is bounded by Hurontario Street in the east, Eglinton Avenue in the south and the City boundaries in the west and north (See attached Figure 1).

The findings are based on a screenline (major corridor) analysis of traffic volumes during the morning rush hour.

Population and Employment Execusts

Population and employment projections were provided by the Planning and Building Department. These projections indicate increases of 56,000 residents and 35,000 employees between 1987 and 1993 for the study area. Most of that growth — approximately 78% of residential growth and 57% of employment growth — is projected to be east of the credit River.

Existing Traffic Conditions

The screenline analysis indicates that, although there are situations where major roads are operating at or close to capacity, there appears to be surplus capacity available in most north-south and east-west travel corridors to offer acceptable levels of service at present.

The major exception is Highway 401 west of Highway 403 which is currently at capacity.

... 3

June 17, 1988.

13(2)

COMMENTS: (Continued)

Projected Traffic Conditions

- 3 -

Current population and employment forecasts indicate extensive development activity throughout the study area. As a result, most of the major roads serving northwest Mississauga are expected to experience increases in traffic.

Five-year traffic projections were prepared to assess the impact of the population and employment forecasts on the major road network in the study area.

The a.m. peak hour was selected as an appropriate basis for evaluating capacity requirements.

The traffic forecasts do not include possible increases in non-work trips or through traffic and are therefore considered to be conservative or low estimates of traffic volumes.

The results of the traffic projections are presented on Figures 2 and 3. These maps show existing and projected volume capacity (V/C) ratios for the screenlines analysed in the study. The highlights of the traffic projections are summarized below.

The 1993 projections indicate significant increases in eastbound traffic at the Credit River and Hurontario Street screenlines, particularly south of Highway 401 where volumes in the a.m. peak hour are expected to increase by 72% and 70% respectively.

Significant increases in northbound traffic volumes are also forecast at the Highway 401 screenlines, particularly east of the Credit River. Immediately north and south of Highway 401, northbound traffic is projected to increase by 76% and 78% respectively during the a.m. peak hour. East of the Credit River, northbound traffic approaching Highway 401 is projected to increase by approximately 113% during the a.m. peak hour.

Significant increases in northbound and southbound traffic are also forecast at the screenline south of Eglinton Avenue, where northbound and southbound traffic are forecast to increase by 62% and 48% respectively during the a.m. peak hour.

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(Continued)

The study's results confirm the need for the following City and Regional road improvements currently scheduled over the next five (5) years (see attached Figure 4):

 Derry Road - West of Hurontario, at the Credit River and at Highway 401

The Region's 10-Year Major Roads Forecast includes the widening of Derry Road from Hurontario Street to west of Highway 401 between 1989 and 1993. Plans include the construction of a by-pass around the Village of Meadowvale.

2. Britannia Road - West of Hurontario

The Region's 10-Year Major Roads Forecast includes the widening of Britannia Road from Hurontario Street to Creditview Road during 1989 and 1990.

3. Eglinton Avenue - at the Credit River

The City's 10-Year Capital Budget includes the widening of Eglinton Avenue to six lanes from Hurontario Street to Erin Mills Parkway by 1991.

 Mississauga Road/Erin Mills Parkway - South of Hwy. 401

> The Region's 10-Year Major Roads Forecast includes the widening of Mississauga Road/Erin Mills Parkway from Highway 401 south to Battleford Road in 1989.

5. Mavis Road - at Eglinton Avenue

The City's 10-Year Capital Budget includes the widening of Mavis Road south of Eglinton Avenue by 1991 and its northerly extension to Britannia Road by 1992.

 Winston Churchill Boulevard - at Eglinton Avenue and Britannia Road

Winston Churchill Boulevard is currently scheduled for widening in the City's 10-Year Capital Budget from Highway 403 to the north municipal boundary by 1993. The section south of Britannia Road will be the responsibility of the Erin Mills Development Corporation and is currently scheduled for construction during 1989 and 1990.

3(9)

COMMENTS: (Continued)

7. Hurontario Street - South of Eglinton Avenue

The City's 10-Year Capital Budget includes the widening of Hurontario Street from Burnhamthorpe Road to Eglinton Avenue during 1989.

8. Mississauga Road - North of Britannia Road

The City's 10-Year Capital Budget includes the widening of Mississauga Road from Britannia Road to Kitimat Road during 1989.

The following additional road improvements are indicated by the analysis:

a) Highway 401

In the report recently released by the Provincial Minister of Transportation entitled, 'Transportation Directions for the Greater Toronto Area', the Province has confirmed its commitment to extending the Highway 401 Collector Distributor System west to Hurontario Street.

The section of Highway 401 west of Highway 403 is already at capacity and the 5-year traffic forecast indicates a serious capacity deficiency.

The analysis further indicates the need to extend the Collector Distributor System west of Hurontario Street to the Mavis Road Extension in order to avoid serious congestion problems at the Hurontario/Highway 401 interchange and the Britannia/Hurontario intersection.

b) Mavis Road Extension - Britannia Road to Highway 401

The analysis indicates the need for additional north-south capacity east of the Credit River south of Highway 401.

This supports the previous suggestion for the Mavis Road extension north of Britannia Road to Highway 401 to link with the extended Highway 401 Collector Distributor System.

Hurontario Street is already a 6-lane road south of Highway 401 and therefore further widening is not contemplated. Furthermore, the ramps at the Highway 401 interchange have limited capacity. As such, a new interchange at Mavis Road would be desirable in terms of ensuring better utilization of the new Highway 401 Collector Distributor System.



- 6 -

June 17, 1988.

COMMENTS: (Continued)

The City's 10-Year Capital Budget shows the Mavis Road extension from Britannia Road to Highway 401 being constructed in 1995. This analysis indicates the need to advance the timing of this improvement in conjunction with extension of the Highway 401 Collector Distributor System.

The Hurontario Street/Derry Road Transportation Study is now underway. This study will be examining the transportation implications of higher densities along Hurontario Street north of Matheson Boulevard and along Derry Road between Hurontario Street and Highway 410. The findings of the aforementioned study are not expected to alter the conclusions of this northwest analysis but may necessitate a review of the timing of the road improvements identified.

c) Hurontario Street North of Highway 401 and South of Eglinton Avenue

The projected volumes indicate over the next five years capacity deficiencies on Hurontario Street north of Highway 401 and south of Eglinton Avenue where there are currently 4 through lanes.

The City's 10-Year Capital Budget does not include the widening of Hurontario Street north of Highway 401. However, as a result of development activity and related intersection improvements it will be recommended to proceed with the widening next year from Highway 401 to the north municipal boundary.

Hurontario Street is scheduled for widening to a 6-lane road between Burnhamthorpe Road and Eglinton Avenue. The Confederation Parkway extension from Burnhamthorpe Road north to Eglinton Avenue (at McLaughlin Road) is currently scheduled for 1994 and 1995 in the City's 10-Year Capital Budget. The analysis indicates that it will be necessary to advance the timing of the construction of the Confederation Parkway Extension.

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- 7 -

June 17, 1988.

COMMENTS: (Continued)

Comments on Specific Development Applications

There are four development applications that staff, in recent months, have been asked to examine in relation to traffic impacts and the adequacy and timing of road improvements in the northwest area. The current status of these applications is summarized below (see attached Figure 5 for reference).

Lisgar Planning District

T-87045 - First Terragar Holdings Limited (south of Trelawny Circle, west of Tenth Line West)

City Council at its meeting of May 9, 1988, recommended this residential plan of subdivision to the Regional Municipality of Peel subject to a number of conditions, including item 35 in Section A (Planning) of the Consolidated Report, which states:

> "Prior to registration of the plan, the results of the transportation study of the northwest part of Mississauga and the timing for the reconstruction of Britannia Road West shall have been resolved to the satisfaction of City Council.'

T-87041 - First City Development Corporation Limited (both sides of Trelawny Circle, west of Tenth Line West)

City Council at its meeting of May 24, 1988 recommended this residential plan of subdivision to the Regional Municipality of Peel subject to a number of conditions, including item 36 in the Consolidated Report which is identical to the aforementioned item 35 in Section A (Planning) of the Consolidated Report for application T-87045.

Central Erin Mills Planning District

T-87026 - Erin Mills Development Corporation (area bounded by Thomas Street, Erin Mills Parkway, the proposed Erin Centre Boulevard, and Winston Churchill Boulevard)

The Community Planning and Development Committee at its meeting on June 6, 1988 adopted the report (June 6, 1988) of the Commissioner of Planning and Building recommending that this plan of subdivision be recommended for approval to the Regional Municipality of Peel subject to a number of conditions including item 9 in Section A (Planning) of the Consolidated Report which states:

8 -

June 17, 1988.

COMMENTS: (Continued)

13(1)

'Prior to site development plan approvals for the townhouse and apartment blocks (Blocks 1160 to 1170 inclusive), Eglinton Avenue West shall have been completed to six lanes from Hurontario Street to Erin Mills Parkway.'

T-87027 - Erin Mills Development Corporation (area bounded by Britannia Road West, Erin Mills Parkway, Thomas Street and Winston Churchill Boulevard)

The Community Planning and Development Committee at its meeting on June 6, 1988 adopted the report (June 6, 1988) of the Commissioner of Planning and Building recommending that this plan of subdivision be recommended for approval to the Regional Municipality of Peel subject to a number of conditions, including item 62 in Section A (Planning) of the Consolidated Report, which states:

'Prior to registration of the plan, the Northwest Mississauga Transportation Review shall have been completed and the phasing of development of the subject lands in relation to the timing of the reconstruction of the arterial and major collector roads within the study area of the Northwest Mississauga Transportation Review shall have been determined to the satisfaction of City Council.'

The current population and employment forecasts of the Planning and Building Department assume that only a small proportion (approximately 14 percent) of the residential units represented by the aforementioned four development applications would be occupied by 1993.

It should be noted that Council at its meeting on February 8, 1988 adopted a report (December 22, 1987) by the Commissioner of Public Works regarding applications T-87026 and T-87027 including the following recommendation:

'Erin Mills Development Corporation will be responsible for the construction, to City standards and specifications and within time frames to be specified by the Commissioner of Public Works, of all drainage works within the above noted plans and all major road works including:

... 9

June 17, 1988.

13(k)

COMMENTS: (Continued)

- Mississauga Road from Eglinton Avenue to the CPR tracks (currently under construction)
- Erin Centre Boulevard from Erin Mills Parkway to Winston Churchill Boulevard
- Glen Erin Drive from Eglinton Avenue to Britannia Road
- Thomas Street between Erin Mills Parkway and Winston Churchill Boulevard
- Winston Churchill Boulevard from Highway 403 to Britannia Road
- A structure at Mullet Creek at Eglinton Avenue immediately west of Mississauga Road
- The Glen Erin Drive fly-over at Highway 403'.

The aforementioned improvements have been incorporated into the conditions in the Consolidated Reports of both the Erin Mills applications. The timing of these improvements are shown on Figure 4.

Additional Road Improvements

Britannia Road

At present, the Draft 10-Year Major Roads Forecast by the Region includes the widening of Britannia Road between Hurontario Street and Creditview Road, starting in 1989 and ending in 1990. No improvements for Britannia Road west of Creditview Road are included.

The supplementary analysis of the four development applications indicates the need to widen Britannia Road from Creditview Road west to Erin Mills Parkway. Eventually Britannia Road will need to be widened west of Erin Mills Parkway to the Ninth Line. As such it is recommended that the Region include the widening of Britannia Road from Creditview Road to the Ninth Line in their 10-Year Major Roads Forecast.

Furthermore, it is recommended that Britannia Road be completed to 4 lanes from Hurontario Street to Erin Mills Parkway prior to the townhouse and apartment development covered by Draft Plan T-87027 (by Erin Mills Development Corporation).

- 10 -

June 17, 1988.



(Continued)

This condition is similar to the condition contained in the Consolidated Report for Draft Plan T-87026, except that in the latter case Eglinton Avenue must be completed to 6 lanes from Hurontario Street to Erin Mills Parkway.

At present, Britannia is scheduled for construction during 1989 and 1990 between Hurontario Street and Creditview Road. As such, construction of Britannia Road from Creditview Road west to Erin Mills Parkway should be possible during 1991 and 1992.

No further conditions respecting the timing of the development for the two Lisgar applications appear to be warranted. The timing of the widening of Britannia Road within the Lisgar District should be reviewed, pending agreement by the Region to include it in the 10-Year Major Roads Forecast.

Erin Mills Parkway

At present, the Region plans to widen to 6 lanes Erin Mills Parkway/Mississauga Road from Highway 401 south to the QEW within the next ten years.

The traffic analysis of the four development applications indicates that it would be desirable for Erin Mills Parkway to be widened between Erin Centre Boulevard and Highway 403 prior to the occupancy of the high density residential development (apartments and townhouses) on the lands subject to applications T-87027 and T-87026 by the Erin Mills Development Corporation.

The Region's Draft 10-Year Major Roads Forecast presently shows this section of Erin Mills Parkway being widened during 1995 and 1996.

The Region should be requested to enter into an discussions with the Erin Mills Development Corporation regarding timing of their construction of the aforementioned section of Erin Mills Parkway.

CONCLUSIONS:

A review has been undertaken of the impact of all projected residential and industrial/commercial development on the road network serving the northwest section of Mississauga over the next five years.

The major findings are summarized below:

 Although there are situations where major roads are operating at/or close to capacity there appears to be surplus capacity to accommodate existing traffic volumes in major north-south and east-west corridors, except for Highway 401 west of Highway 403.

June 17, 1988.

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CONCLUSION: (Continued)

- 2. The Study's results confirm the need for major road improvements currently scheduled by the City (in its 10-Year Capital Budget) and the Region (in its Draft 10-Year Major Roads Forecast) over the next five years on Derry Road, Britannia Road, Eglinton Avenue, Mississauga Road, Erin Mills Parkway, Mavis Road, Winston Churchill Boulevard and Hurontario Street.
- The study indicates the need for additional road improvements on Highway 401, Mavis Road, Hurontario Street, Confederation Parkway within the next five years and on Britannia Road over the next ten years.
- 4. Finally the study indicates the need for:
 - 4.1 A further condition of development related to Draft Plan T-87027 by Erin Mills Development Corporation, respecting the widening of Britannia Road, and
 - 4.2 Discussions between the Region and Erin Mills Development Corporation regarding the timing of the widening of Erin Mills Parkway.

RECOMMENDATIONS:

- (a) That the Ministry of Transportation be requested to program the construction of the Highway 401 Collector Distributor System westerly to a new interchange at the Mavis Road Extension by 1993.
- (b) That the following road improvements included in the Region of Peel's "Draft Capital Budget and Forecast -Major Roads 1988-1997" be endorsed:
 - (i) The widening of Derry road from Hurontario Street to west of Highway 401 between 1989 and 1993;
 - (ii) The widening of Britannia Road from Hurontario Street to Creditview Road during 1889 and 1990;
 - (iii) The widening of Mississauga Road from Highway 401 to Erin Mills Parkway in 1989;
 - (iv) The widening of Erin Mills Parkway from Mississauga Road to Battleford Road in 1989;
 - (v) The widening of Erin Mills Parkway from Erin Centre Boulevard to Highway 403. The timing of this should be reviewed to ensure that this improvement is in place prior to occupancy of the townhouse and apartment components of the lands subject to plans of subdivision under Files T-87027 and T-87026.



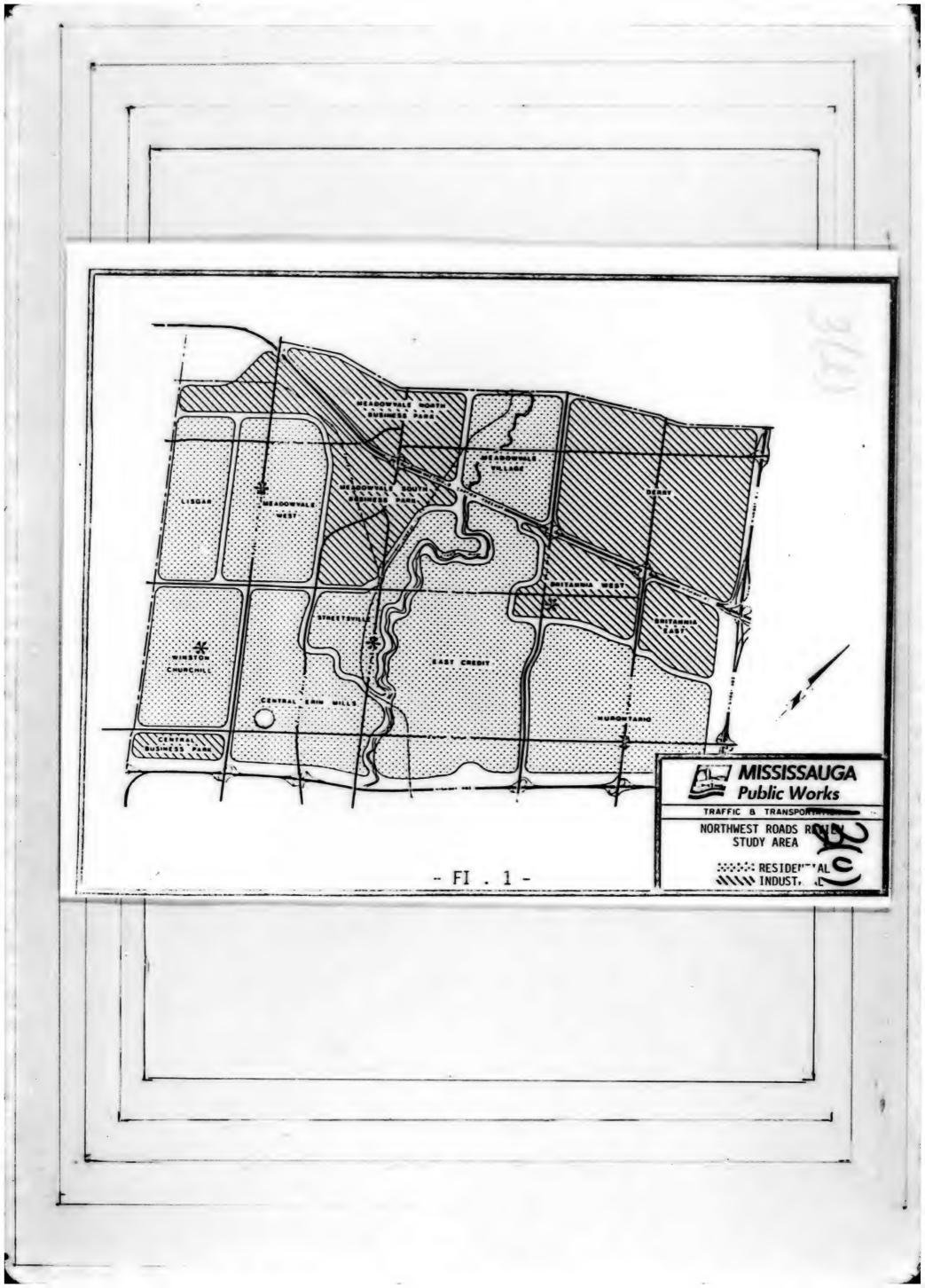
- (c) That the Region of Peel be requested to add the following improvements to its "Capital Budget and Forecast - Major Roads 1988-1997":
 - (i) The widening of Britannia Road from Creditview Road to Erin Mills Parkway during 1991 and
 - (ii) The widening of Britannia Road from Erin Mills Parkway to Ninth Line.
- (d) That the Region of Peel be requested to add the following condition of approval to the plan of subdivision under File T-87027 by Erin Mills Development Corporation (area bounded by Britannia Road West, Erin Mills Parkway, Thomas Street and Winston Churchill Boulevard):

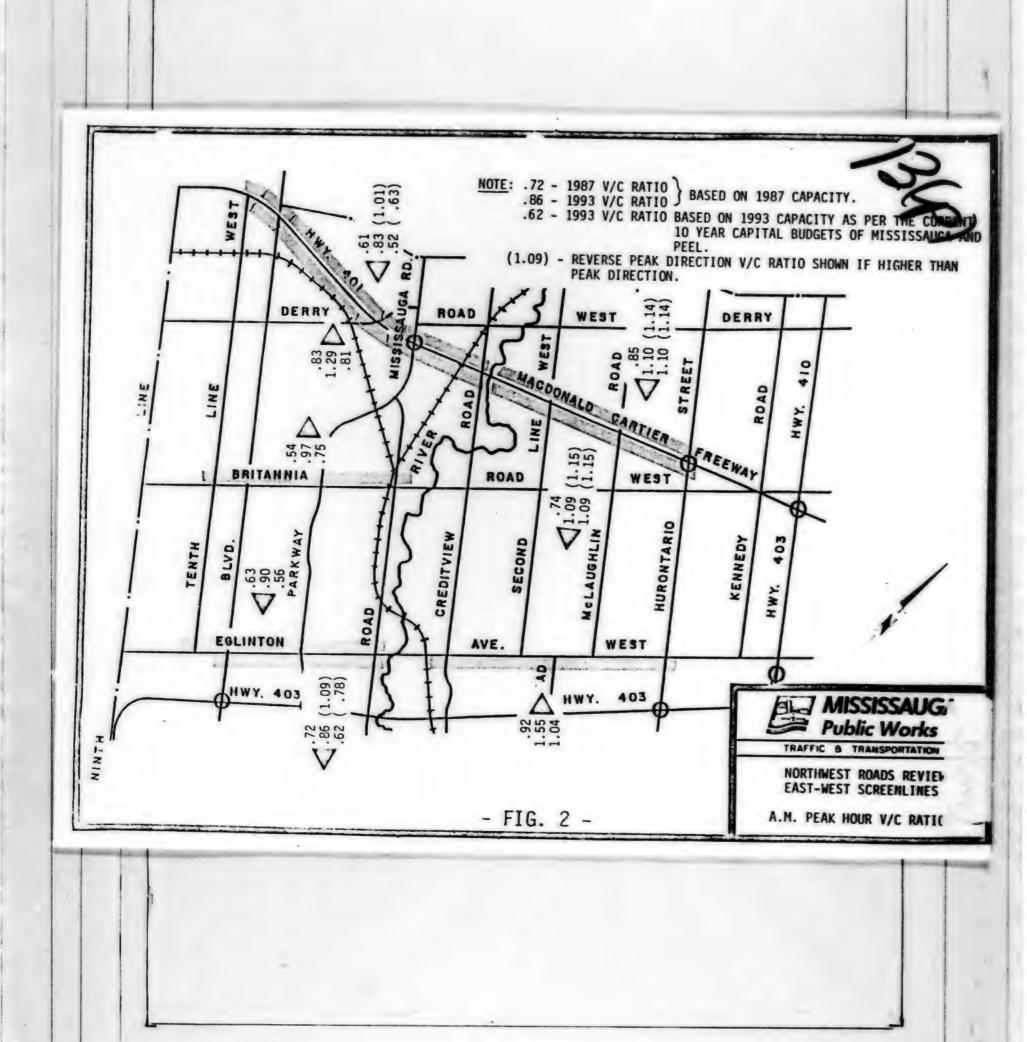
"Prior to site development plan approvals for the townhouses and apartments Britannia Road shall have been completed to 4 lanes from Hurontario Street to

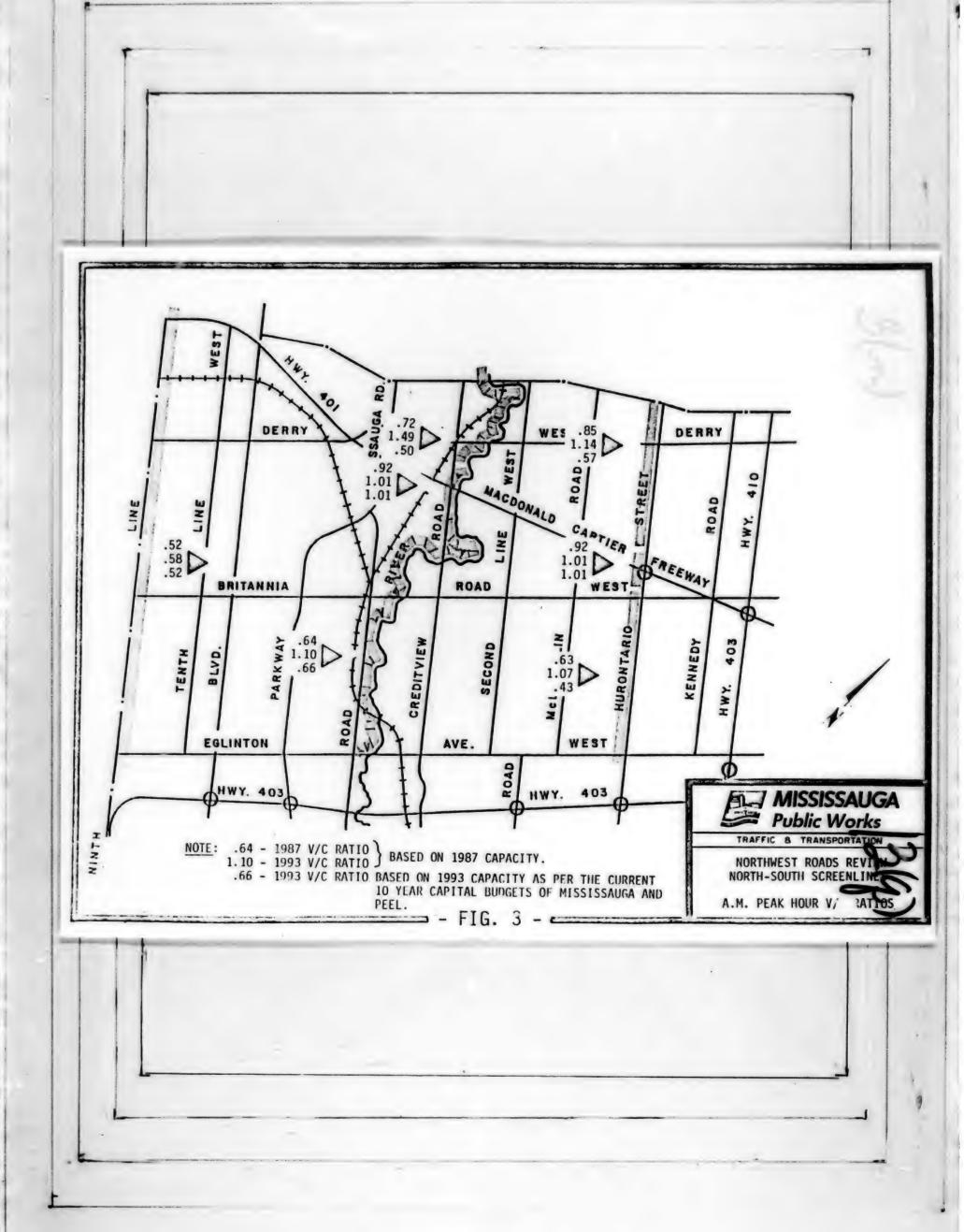
(e) That the findings of the Northwest Mississauga Roads Review respecting City of Mississauga roads as outlined in the report dated June 17, 1988, from the Commissioner of Public Works be approved as a basis 1998 Capital Budget and Forecast for Major Road

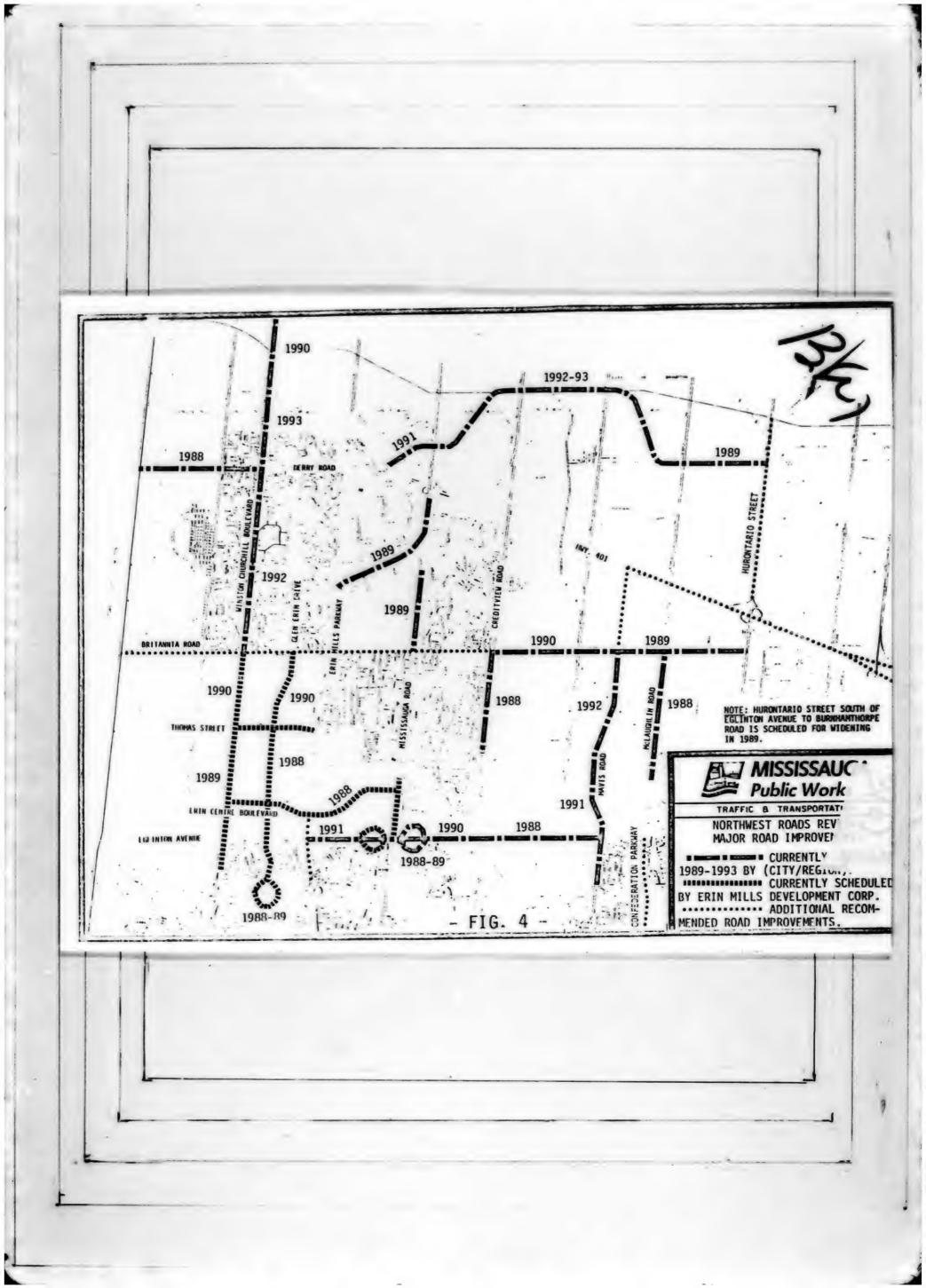
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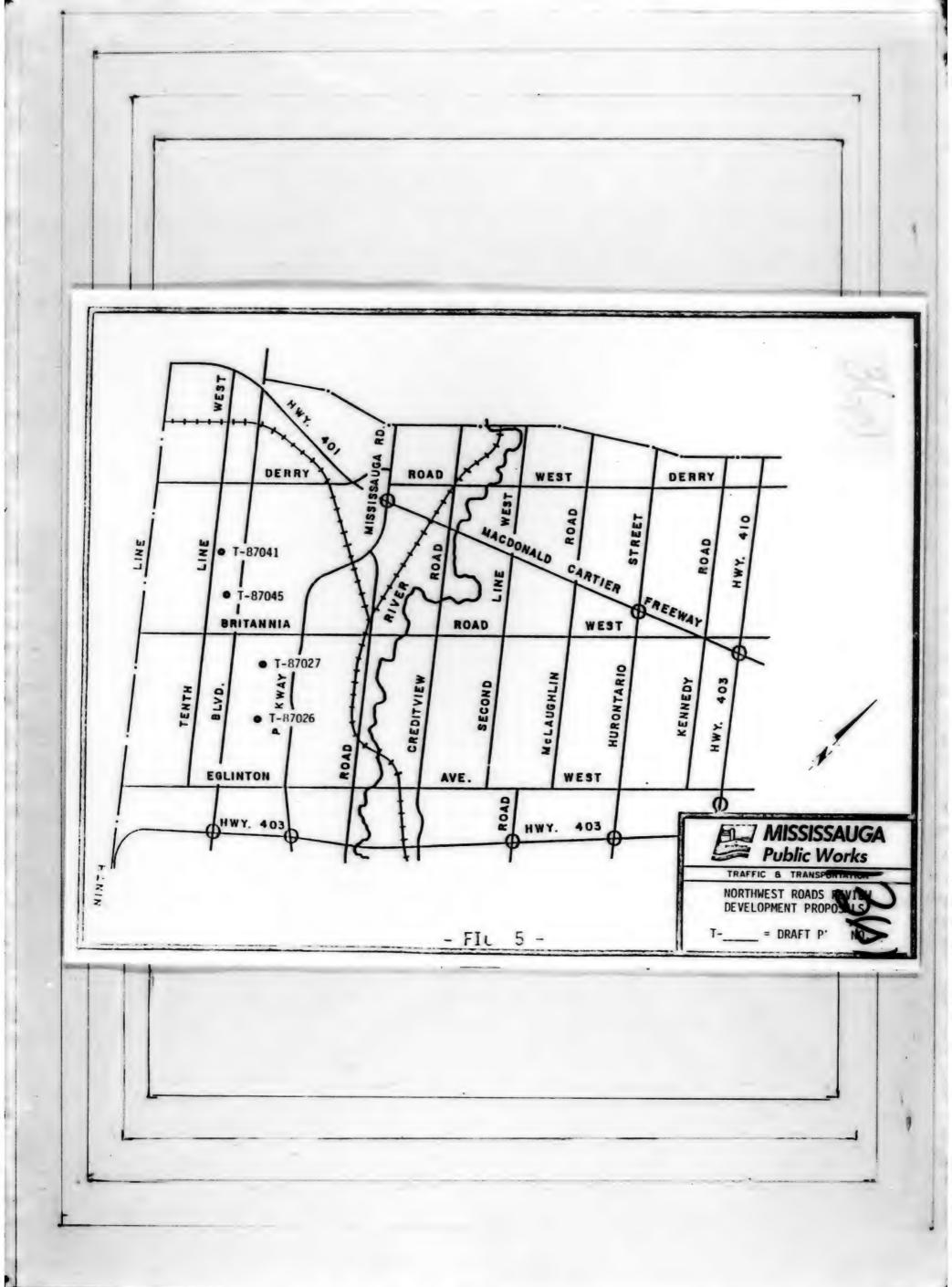
W. P. Taylor, P. Eng. Commissioner Public Works Department













AUGUST 17, 1988 A.03.04.11.02

REPORT NO.5-88

To:

Operations and Works Committee

SEP 7 1988

LADIES AND GENTLEMEN:

The Traffic Safety Council presents its fifth report and recommends:

TSC-51-88 That Crossing Guard service be continued at previously established hours;

And Further, that Gordon Graydon Secondary School be approached to determine if senior students could be employed as Crossing Guards; And Further, that existing Crossing Guard locations be reviewed to determine if a more efficient use of School Patrollers could be implimented to relieve the Crossing Guard shortage;

And Further, that the Peel Board of Education and the Dufferin Peel Roman Catholic Separate School Board be requested to assist in these endeavours.

F.06.03.02 (TSC-51-5-88)

- TSC-52-88 a) That the Personnel Department prepare a review for the Administration and Finance Committee's consideration of the Crossing Guard hourly rate for January 1989.
 - b) That the Public Works Department and Personnel Department continue their joint efforts in recruiting Crossing Guards.

F.06.03.02 (TSC-52-5-88)

TSC-53-88 That the request dated July 20, 1988, from Claudia Akins, Principal of Plum Tree Park Junior School, 6855 Tenth Line West, Mississauga, for the implementation of a Bus Patrollers Program at Plum Tree Junior School, be approved.

F.06.03.02 (TSC-53-5-88)



OFFICE CHARGORKS.

SEP 7 TO

Received by

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A.02.03.02.02 J.05. 39011

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DATE:

August 26, 1988

TO:

Chairman and Members of the Operations and Works Committee

FROM:

W. P. Taylor, P. Eng., Commissioner of Public Works

SUBJECT:

Highway 403 Arterial Road Extension

ORIGIN:

Public Works Department

BACKGROUND:

On October 26, 1988, City Council retained McCormick Rankin and M.M. Dillon, Consulting Engineers for the planning and design of the Highway 403 Arterial Road Extension. The study proceeded to the point where alternative alignments for the roadway were presented to the public on March 7, 8, 9, 1988.

COMMENTS:

At the March 9, 1988, Public Meeting, many comments were made questioning the project need and justification. Many comments were also made regarding the need to investigate alternative transportation solutions to the Highway 403 Arterial Road Extension. Finally, it was suggested that a Community Advisory Committee be established to provide representative community input during the planning study.

Additional analysis regarding the above noted concerns was carried out. The study team examined present and future transportation demands and deficiencies in the northeast part of the City and reviewed twelve possible alternative transportation solutions to the arterial road project.

It was concluded in the Spring that the arterial road was required to help provide adequate traffic level of service. However, by the possible introduction of bus lanes along Eglinton Avenue it would be possible for the Highway 403 Arterial Road to be constructed to four lanes rather than six.

Alternatives in this regard were presented to the public on June 8 and 9, 1988. Public comment regarding the four lane alternative for the roadway was generally favourable.

Chairman and Members of the Operations and Works Committee

- 2 -

August 23, 1988.

COMMENTS: (Continued)

15(a)

Since June, the study team has continued to analyze and evaluate the alternative road schemes and alignments. In the six lane scheme, four of the lanes would be available to traffic and the two outside lanes would be reserved for buses only in the peak hours. In the case of four lanes, the exclusive bus lanes would be provided along a widened Eglinton Avenue.

The level of service which could be provided by bus lanes along Eglinton Avenue would be less than that which could be provided along the new arterial road because of driveway interference and the presence of more intersections. However, the difference is considered marginal and tolerable. The four lane alternative has the advantage of being compatible with previous studies and reports and is more in line with the public's expectations.

Therefore, since the transportation differences between the four and six lane schemes are marginal, it has been concluded that the four lane alternative should be carried forward as a preferred alternative.

The study team has also carried out further analysis on items of concern to the public, including road alignment, noise, air quality and property values. All of the work which has been carried out was reviewed with the Community Advisory Committee who are in general agreement with the study findings. It is felt that the study conclusions should be presented to the public in both a Public Information Centre and Public Meeting format on September 13 and 14, 1988.

Subsequent to the Public Meeting, staff will prepare recommendations to Operations and Works Committee and Council. Public involvement is expected to occur at that time as well.

A presentation of the study progress and findings is planned for the September 7, 1988, Operations and Works Committee Meeting.

RECOMMENDATIONS:

That Public Information Centres be held for the Highway 403 Arterial Road Extension project on September 13 and 14, 1988 and that a Public Meeting be held on September 14, 1988, both at the Glenforest Secondary School.

KJS/edm 0812E/151E W. P. Taylor, P. Eng.

Commissioner

Public Works Department

Highway 403 ARTERIAL ROAD EXTENSION

Planning & Design Study

CAWTHRA ROAD TO EGLINTON AVENUE

Public Information Centres / Public Meeting September 13 & 14, 1988 Glenforest Secondary School

INFORMATION PACKAGE





1. BACKGROUND AND INFORMATION CENTRE PURPOSE

As a result of concerns raised at the Public Meeting for the project on 9 March 1988, the City of Mississauga decided to undertake the following:

- Carry out more analyses and reconfirm the need for transportation improvements in the project area.
- Expand the Study Area and consider alternatives other than only a new roadway, and
- Form a Community Advisory Committee to work with the Study Team during the planning process.

On June 8 and 9 of this year, Public Information Centres were held at the Glenforest Secondary School to present a progress report on these investigations.

While no final recommendations were presented at the June Information Centres, the Study Team had concluded that there were three alternative transportation plans that were feasible and from which the eventually recommended plan should be drawn. These three plans consisted of:

- eitrer a four-lane or six-lane arterial road extension;
- an accelerated widening to six lanes on Eglinton Avenue with exclusive buslanes in peak period, (with a four-lane arterial road extension), and;
- the longer term separate busway.

In the past months, the Study Team have been analyzing these three transportation plans in detail and the results of this analysis has led to the identification of a preferred plan. A summary of this analysis and the study conclusions are presented in the next section of this document.

Also, over the past few months, the Study Team has been completing the evaluation of alternative alignments for the new roadway and addressing, in more detail, other concerns raised by citizens in the past with respect to environmental issues such as:

- predicted noise levels;
- air pollution concerns;
- property values.

The purpose of this series of Information Centres and Public Meeting therefore is to present the following:

- The results of the evaluation of alternative transportation plans and the conclusions with respect to the preferred plan.
- The evaluation of the alternative roadway alignments and the preferred alignment for a roadway.
- Additional data on potential environmental effects of the roadway.
- · To explain the future project schedule.

2. EVALUATION OF ALTERNATIVE TRANSPORTATION PLANS

As a result of the analyses presented at the June Information Centres, the Study Team had then concluded that three alternative plans were feasible and should be studied in more detail:

Transportation Plan 1

- A four-lane arterial road extension from Cawthra to Eglinton Avenue.
- An accelerated widening of Eglinton Avenue from four to six lanes between Cawthra Road and Fieldgate with the outside two lanes being used exclusively for buses in the peak period.
- Provision of an exclusive busway within the Parkway Belt in the mid to later 1990's.

Transportation Plan 2

- · A six-lane arterial roadway from Cawthra to Dixie Road.
- A four-lane arterial roadway from Dixie Road to Eglinton Avenue.
- An accelerated widening of Dixie Road from four to six lanes between the Arterial and Eglinton Avenue.
- An accelerated widening of Eglinton Avenue to six lanes east of Dixie Road.

- Provision of exclusive buses in the peak period on the outside two lanes of the Arterial between Cawthra and Dixie, on Dixie Road between the Arterial and Eglinton and on Eglinton east of Dixie.
- Provision of an exclusive busway around year 2001.

Transportation Plan 3

- Six-lane arterial roadway from Cawthra to Eglinton with the outside two lanes being used for buses only in the peak period.
- A deferred widening of Eglinton Avenue.
- Construction of the exclusive busway after the year 2001.

The results of the evaluation of these three transporation plans are shown on the attached table. The Study Team has concluded that Transportation Plan 1 is preferred.

Highway 403 COMPARATIVE EVALUATION PLA **Arterial Road Extension Study** TRANSPORTATION PLAN No 1 (PREFERRED) TRANSPORTATION PLAN No. 2 TRAMSPORTATION PLAN No. 3 ALTERNATIVE & LAME MIGHNAY 403 ARTERIAL FROM CANTINEA TO DIXIE . 6 LAME HIGHMAY 983 ARTERIAL FROM CANTREA TO ERLINTON (INCLUDES EXCLUSIVE DUS LAMES IN PEAK PERIOD) A LAME MIGHEAT AND ARTERIAL FROM DIRIE TO EGLINTON ACCELERATED WIREHING OF EGLINION AVENUE TO 6 LAMIS (EXCLUSIVE BUS LANES IN PEAK (1810B) . FUTURE WINESTING OF EQLINTOR TO 6 LAMES & LAME DITTE FROM ARTERIAL TO ESLIBTOR . SEPARATE DUSMAY DEVOND 2001 SEPARATE BUSHAY BY MID TO LAT: 1990'S ACCELERATED WISEBING OF EGLINTON TO & LANES EAST OF DIXIE EXCLUSIVE BUS LAMES IN PEAK PERIOD ON ARTERIAL-DIXIE-FACTO SEPARATE BUSNAY BY ABOUT YEAR 2001 ANALYSIS AMALYSIS ANALYSIS PERFOR PERF TRANSPORTATION BE MEF IT PROVIDES A FAIR - GOOD SOLUTION, BUT DUE TO THE 4-LANE CROSS-SECTIONS OF 40TH EGLINTON (4-7 RESERVE BUS LANES) AND T4 ARTERIAL. REQUIRES THE EXCLUSIVE BUSING SOMER THAN THE OTHER PLANS (BY MID 1990'S) (40IE 2) PROVIDES A GOOD - EXCELLENT SOLUTION IN THAT IT DOES NOT COMPROMISE THE NEEDED 6-LAME CAPACITY ON EGLINTON AND THE ATERIAL, AND PLACES EMPHASIS ON THE STAGED DEVELOPMENT OF RAPID TRANSIT WITHIN A SPECIFIC COMMISSA (NOTE 2) PROVIDES A GOOD SOLUTION TO THE DVERALL AUTO AND TRANSIT MEEDS REDUCED CAPACITY ON EGLINION AND DIXIE DUE TO THE RESERVE DUS LANES REQUIRES THE EXCLUSIVE DUSWAY PRIOR TO THE YEAR 2003 (NOTE 2) CIRCUITOUS DUS ROUTING AND ADDITIONAL LEFT THREE ORTO DIXIE AT THE ARTERIAL (A.R.) AND EGLINTON (P.R.) COM.D CREATE OPERATIONAL PROBLERS HIGHER SOURCE BOISE LEVELS (B-LANE CROSS-SECTION) (MOTE 2) LOWER SOURCE MOISE LEVELS (A LAMES VS 6 LAMES) LOWER SOURCE HOISE LEVELS EAST OF DITTE (4-LAME CROSS-SECTION) (NOTE 1) SO TO-ECONOMIC MORE LANES OF TRAFFIC TO BE CROSSED BY PEDESTRIANS FEWER LANES OF TRAFFIC TO BE CROSSED BY PEDESTRIANS EAST OF DIXIE FEWER LAMES OF TRAFFIC TO BE CARUSED BY PEDESTRIANS PERSONNEL IMPACTS FROM ACCIDENTED WIS LANG WINDWING OF EQUINTON TO 2 SIN IT FAMILY RESIDENCES AND TO THE TYMBALL WINSING MORE AND RETIMENENT RESIDENCE CINSTITUTIONAL DISNUPTION ALSO (NOTE 5) NIMON IMPACTS FROM ACCELERATED 4-5 LANE WIDGRING OF EGLINTON EAST OF DIXIE (VACANT LAND ON MORTH SIDE, GATEWAY POSTAL FACILITY ON SOUTH SIDE) NOT COMPATIBLE WITH PUBLIC EXPECTATION BASED WPON EARLIER STUDIES/PROJECTS WHICH RECOMPENDED A 4-LAME CROSS-SECTION SIMILAR MINOR IMPACTS FROM ACCELERATED 4-6 LANE WINCOMS OF BIXTE (IMPUSIRIAL/COMMERCIAL PROPERTIES) COMPATIBLE WITH PUBLIC EXPECTATIONS BASED UPON EARLIER STUDIES PROJECT: WHICH RECOMMENDER A 9-LAME CROSS-SECTION SECTION EAST OF DITTE IS COMPATIBLE WITH PUBLIC EXPECTATIONS BASED UPON EARLIER STUDIES-PROJECTS WHICH RECOMMENDED A 9-LANE CROSS-SECTION INCACT ENVIRONMENT . MINOR IMPACTS ON BIOPHYSICAL HATURES (& LAMES YS & LAMES) MINOR IMPACTS ON BIOPHYSICAL FEATURES EAST OF DIRIE CO-LAME (ROSS-SECTION) SLIGHTLY HIGHER BUT STILL MINOR IMPACTS ON BIOPHYSICAL FEATURES (6-LAME CROSS-SECTION) . RECHIRES AN ACCELERATED 4-6 : 44 MIDE4: 4- 05 FELINTON FROM NIGHWAY 403 TO 10 DEATH REQUIRES AN ACCELERATED 4-6 LANE WIDENING OF EGLINTON FROM DIXTE TO FIELDGATE CAN BE IMPLEMENTED INDEPENDANT OF OTHER TRANSPORTATION IMPROVEMENTS 49 11 179 10 BE IM IME ZNOST STRW . DEFERS THE MEED FOR THE EXCLUSIVE BUSHAY UNTIL DEFOND 2001 REQUIRES AN ACCELERATED 4-6 LANE WIDENING OF DIVIE FROM THE ARTERIAL TO ESCINTON REQUIRES EXCLUSIVE RUSWAY SOCOLA REQUIRES EXCLUSIVE BUSWAY BY ABOUT 7001 114.300.000 \$13.400.000 (ROTE 4) (On'.1 squ 1:00 SUBJECT TO MEGOTIATION SUBJECT TO MEGOTIATION --SUBJECT 10 MEGOT'4110M LEGEND 5 DOES MAY ENCLUDE WINE NING COST OF 55.700.000 ON FGI INTON AVENUE WHICH WILL BE ACCELERATED UNDER PLAN NO. 1. SATISFACTORY PERFORMANCE A ALTHOUGH TO BE STATED A 4 AND 6 LANE BROWN THROUGH THE BRISE TO THE BROKE STATED AND THE BR DOES NOT THE UNIT WITH WITH STREE FAST OF ST. LOB. DOES NO SELECTION AVENUE AND ST. DOES DESCRIPTION DITTE STREET WITCH WILL BE ACCELERATED UNDER PLAN NO. 2. art table actionally of action that the exclusive budgat of paper or two overcommissions read of states, as an initially we acted. Provide a many tip money the top budgat but able and a final so tip weekly invested to many tip to the budgat but able and a final so tip weekly invested to the size of them aske able and a final so tip weekly invested to the size of them aske able to be able to the size of the size GOOD PERFORMANCE MINEMENS OF ESCINION AVENUE FROM 4 TO 6 LAMES IS PLANNED IN ART EVENT

3. EVALUATION OF ALTERNATIVE ROADWAY ALIGNMENTS

With the proposal for a four-lane roadway within the Parkway Belt, the evaluation of the alternative alignments for the roadway (these were shown at the March series of Information Centres; although, at that time, a six-lane cross-section was used) has also been completed.

Between Cawthra Road and Fieldgate Drive, four alternative alignments were investigated (Alternatives A, B, C and D). These alternatives included alternative arrangements of the roadway, the future busway, and the future utility corridor.

From Fieldgate Drive easterly and northerly to Eglinton Avenue, three alternative alignments (Alternatives 1, 2 and 3) were analyzed.

Data on the alternatives is available at these Information Centres.

A summary comparison of the four east-west alignment alternatives and the three north-south alignment alternatives are shown on the attached tables.

The Study Team has concluded that in the east-west direction Alternative C is preferred and of the north-south alternatives, Alternative 2 is preferred.

Alternative C would locate the future busway on the south side and immediately adjacent to the Hydro Corridor with the four-lane roadway being immediately south of the busway.

Alternative 2 would provide the four-lane arterial roadway on new alignment approximately 200 m east of Fieldgate. Highway 403 SUMMARY COMPARISON OF EAST-WEST ALIGNMENT ALTERNATIVES Anterial Road Extension Study BETWEEN CAWTHRA ROAD AND FIELDGATE DRIVE ALTERNATIVE ALIGNMENT A ALIGNMENT B ALIGNMENT C ALIGNMENT D **FACTOR** (PREFERRED) TRANSPORTATION BENEFIT SOCIO-ECONOMIC IMPACT NATURAL ENVIRONMENT IMPACT ABILITY TO BE IMPLEMENTED IN THE SHORT TERM COST Satisfactory Performance/Comparatively High Potential Impact Average Performance/Medium Potential Impact LEGEND Good Performance/Comparatively Low Potential Impact **Best Performance**

Highway 403 Arterial Road Extension Study

SUMMARY COMPARISON OF NORTH-SOUTH ALIGNMENT ALTERNATIVES

| ALTERNATIVE | ALIGNMENT ALTERNATIVE 1 | ALIGNMENT ALTERNATIVE 2 (PREFERRED) | ALIGNMENT ALTERNATIVE 3 |
|---|---|---|------------------------------------|
| FACTOR | MEM ALIGNMENT ON ABANDONED HYDRO RIGHT-OF-WAY ABOUT 400 M EAST OF FIELDGATE DRIVE | NEW ALIGNMENT ABOUT 200 M EAST OF FIELDGATE DRIVE | BASICALLY USING FIELDGATE DRIVE |
| TRANSPORTATION BENEFIT | • | | |
| SOCIO-ECONOMIC IMPACT | | | |
| MATURAL ENVIRONMENT IMPACT | | | |
| ABILITY TO BE IMPLEMENTED IN THE SHORT-TERM | | | |
| COST | • | | |

NOTES: 1) FOR FURTHER DETAIL, PLEASE REFER TO ANALYSIS TABLE.

2) ALL THREE NORTH-SOUTH ALIGNMENT ALTERNATIVES ARE COMPATIBLE WITH THE FOUR EAST-WEST ALIGNMENT ALTERNATIVES (A. B. C. AND IN DISCUSSED ELSEWHERE

LEGEND

SATISFACTORY PERFORMANCE

GOOD PERFORMANCE



BEST PERFORMANCE





OFFICE NORKS

7 1988 SEP

DATE:

September 6th, 1988

TO:

CHAIRMAN AND HEMBERS OF THE OPERATIONS AND WORKS COMMITTEE

FROM:

W. H. Munden, CMA, Commissioner of Finance and Treasurer

SUBJECT:

The Regional Municipality of Peel's Report "Front-End Developer Financing of Utility Works", referred to area

municipalities for comment

ORIGIN:

Request for Report No. 95-88

BACKGROUND:

At its meeting held on March 10, 1988, Regional Council approved the following resolution:

"That the report of the Treasurer and Commissioner of Finance on front-end developer financing of utility works be referred to the area municipalities for comments".

A copy of the subject report is attached.

COMMENTS:

The City has not endorsed this type of arrangement primarily because of the legal uncertainties that exist in our ability to collect funds from subsequent developers and remit to the front-ending developer. Also, in examples of large scale front-end financing schemes, such as that used by the Region of Halton, the administrative burdens are quite onerous. The Region of Peel has at least partially addressed these concerns by Peel has at least partially addressed these concerns by limiting the front-ending schemes to \$1 million in order to minimize exposure and administrative difficulties. Further, the proposal essentially suggests a trial basis for the scheme. If difficulties are encountered, the scheme would be discontinued.

/continued....

Chairman and Members of the Operations and Works Committee

- 2 -

September 6th, 1988

COMMENTS: (Cont'd)

We agree with the Region's statement that they are attempting to solve an imperfect situation with an imperfect solution. The City of Mississauga has never endorsed front-end financing schemes as such and we believe that this should remain so. The Region's proposal concerns very small works in the sewer and water programme and apparently is meant to accommodate small developers (primarily in the Brampton area) who wish their developments to proceed without having to wait for subsequent developers to participate in the cost of the required services.

In Mississauga, developers are allowed to construct major leviable works such as storm sewer systems with full levy credits in return. Such arrangements are presently being considered in the East Credit planning district and in the Derry Industrial district, where several developers are sharing in the cost of the watercourse improvement works to be constructed by the developers. The City does not give credits in excess of the levies otherwise payable for the specific site, often resulting in a benefit to the City if actual costs exceed the levy credits. With such arrangements, the City asks the developers to deposit a letter of credit with the City. We do not take on the role of "bankers". The developers perform the works and share the costs among themselves.

For works that are not included in the levy, the City has sometimes allowed developers to contribute proportional amounts toward the cost, with the works being undertaken by the City. For example, the City's reconstruction of Second Line West - North of Eglinton Avenue to a four-lane curb and gutter section is being funded 100% by the developers. If development causes the works to be required before all payments are received, the City may in effect act as the front-ender for a period of time. We feel that these types of arrangements are preferable to front-ending schemes.

/continued....

Chairman and Members of the Operations and Works Committee

September 6th, 1988

The use of wide-spread front-ending can lead to the promotion of site specific costing which is inconsistent with the average cost basis used in the levy calculations. Although the Region's proposal is for works that are included in the Region's ultimate servicing scheme, we understand that the works qualifying for this plan generally will not be leviable works. This would alleviate our above concern.

CONCLUSION:

The report of the Treasurer and Commissioner of Finance of the Regional Municipality of Peel on front-end developer financing of utility works deals with front-end financing on a very small scale and has considered the potential legal liability arising from such schemes by limiting the exposure while still providing a means for the small developer to proceed on a timely basis. The City of Mississauga provides alternate arrangements which, at the present time, appear to be sufficient.

RECOMMENDATION:

That Council re-endorse its present policy of not participating in front-end financing schemes among developers.

W. H. Munden, CMA, Commissioner of Finance & Treasurer 896-5262

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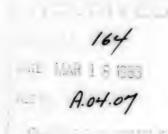


The Regional Municipality of Peel

Office of the Clerk

March 15, 1988

Mr. T.L. Julian, Clerk City of Mississauga Mississauga Civic Centre 300 City Centre Drive Mississauga, Ontario L5B 3C1



Dear Sir:

Subject:

Front End Developer Financing of Utility Works
Our Reference: AF-20-88

This is to advise that the following resolution was approved by Regional Council at its meeting held on March 10, 1988:

"That the report of the Treasurer and Commissioner of Finance on front-end developer financing of utility works be referred to the area municipalities

A copy of the subject report is enclosed as directed. Please forward to the appropriate department for their comments.

Larry E. Button Regional Clerk

DP /kg

Enclosure

cc: R.A. Richards, Treasurer and Commissioner of Finance

10 Peel Centre Drive, Brampton, Ontario L6T 4B9 - (416) 791-9400



The Regional Municipality of Peel

February 19, 1988

CHAIRMAN AND MEMBERS ADMINISTRATION AND FINANCE COMMITTEE

Re: Front-end Developer Financing of Utility Works

In September 1987 under Resolution 87-467-82 Regional Council requested that staff examine potential policies and processes which would allow a developer to pay upfront for the entire cost of constructing sanitary sewers, watermains and roadworks, and further provide for a commitment on the Region's part to use its best efforts to reimburse the original developer as other developers began to use the services.

In December 1987 staff submitted a report to Council which outlined the extensive front-end financing policies which presently exist in the Region of Halton, the Town of Richmond Hill and the City of Barrie, noting that these muncipalities cautioned that front-end financing be:

- either a) a measure of last resort in the face of municipal cash flow problems, where lot levies are not being collected quickly enough.
- or b) a means of funding works which are not part of the lot levy policy (i.e. not part of the ultimate municipal servicing scheme).

However, without entering into a front-end financing policy on a grand scale it would be possible to address situations involving small projects in the sewer and water programs where costs involve less than \$1 million (1988 dollars) in any one case and where ownership along the proposed main is fragmented.

The key elements required to make such a front-end financing rebate policy work have been reviewed and are proposed as follows:

- Developer A identifies the need to build a sanitary sewer or water service at a cost of \$1 million or less (1988 dollars) which will serve a number of other developers fronting on the main.
- The Commissioner of Public Works determines whether the works qualify under the policy. Where the works qualify, the Commissioner defines the benefitting area for the service, this being the lands through which the utility extends. (Road works will not be eligible, since the benefitting area is unclear.) The benefitting area will be approximate and not subject to appeal by the developers, once established.
- 3. Proposed works qualify for rebate only if they are part of the eultimate Regional servicing scheme.

.....2

Page 2.

February 19, 1988.

- Agreements will be executed between Developer A (the builder of the work) and the Region which define:
 - the specific capital works to which a rebate applies

the estimated cost of the works

the benefitting area related to the works

the rebate of costs to the developer up to the original cost estimate, without interest, from payments received by the Region from subsequent developers who connect to the main

- a time limit for such rebates of ten years

a best efforts clause which will indicate the Region's intention to collect contributions from future developers.

- an administration fee of 3% of the estimated costs.

5. Agreements will be executed between subsequent developers and the Region which will define:

- the specific works for which contributions to the Region apply

- the original estimated cost of the works and the particular developer's share of those costs, without interest, as defined by the Commissioner Contributions will be payable at the time of of Public Works. execution of the agreement.

- a best efforts clause defining the Region's intentions to collect applicable contributions.

- 6. The subsequent developer's obligation to contribute towards defined works will not be registered on title.
- All works funded under the front-ending rebate program will be excluded from the Region's lot levy policy.

It should be noted that a best efforts clause, as suggested, does leave the Region exposed to legal action from Developer A if it becomes impossible to collect from subsequent developers. However, it would be of no further benefit to attempt to register obligations on title since legally this would not be possible to enforce. Under the Public Utilities Act the Region cannot deny a property the access to a constructed main.

The proposed rebate policy is intended to support the small developer, not to encourage the "leap frogging" development of high acreage parcels. By keeping the rebate policy on a small scale any legal action that may ensue will be of a manageable size. We are attempting to solve an imperfect situation with an imperfect solution. Should we find that we are becoming entangled in legal issues, we will quickly recommend abandoning the entire concept rather than waste time and money on these relatively small developments.

Page 3.

February 19, 1988.

In order to expedite the construction of small sewer and water services required by developers before the works qualify for Regional funding,

IT IS THEREFORE RECOMMENDED THAT a front-end financing rebate policy be approved to reimburse developers for the costs of sanitary sewers and watermains as defined in the Treasurer's report of February 19, 1988, underpoints one to seven.

R.A. Richards Treasurer and

Commissioner of Finance

:rc c.c. D. Markle J. Dundas P. Allen

Must





Clark's Elles

OFFT. WORKS.

SEP 7 1988

Originator' Files 11 141 00045 11 161 00011 13 211 00010

DATE:

September 7, 1988.

TO:

Chairman and Members of the Operations and Works Committee.

FROM:

William P. Taylor, P.Eng., Public Works Department.

SUBJECT:

Vehicle Speeds on Balsam Avenue.

ORIGIN:

Councillor P. Mullin - Ward 2.

BACKGROUND:

A number of Balsam Avenue residents have contacted the Public Works Department and Councillor Mullin with respect to reducing the speed on this roadway from 50 km/h to 40 km/h. Public Works staff have met on location with a resident, Mr. Ernie Reid, on a number of occasions and completed numerous studies on Balsam Avenue during 1987. Mr. Reid, Councillor Mullin and the Peel Regional Police were advised of the study results which indicated that speeds were generally acceptable.

COMMENTS:

As previously indicated to Mr. Reid and to Councillor Mullin, 40 km/h speed zones, as approved by City Council, are reserved for non-arterial roadways with direct junior school frontage. They have also been discriminately implemented on roadways where geometrics warrant such usage. This practise has been quite effective as it pertains to school zones as motorists have learned to associate the presence of school frontage and children with the 40 km/h signs. Indiscriminate use of this speed limit reduces its effectiveness, as has occurred with the indiscriminate use of the all-way stop where a reduction in safety at unwarranted locations frequently prevails.

Speed studies conducted in July of 1987 indicated that vehicle speeds were generally acceptable with 85th percentiles in the 57 - 60 km/h range. Speeds in excess of about 62 km/h would generally be considered enforceable by the Peel Regional Police in a 50 km/h zone. Approximately 9-10% of vehicles monitored were travelling at enforceable speeds.

With respect to enforcement of the 50 km/h speed by the Police, they have advised that Balsam Avenue is listed as an ongoing complaint and enforcement will continue as frequently as manpower permits.

The collision history for Balsam Avenue indicates a total of seven accidents since 1979, and none reported by the Peel Regional Police involving pedestrians or cyclists. Only one was directly attributed to excess vehicle speed according to the Police report.

..../2

Several other issues were presented by Mr. Reid which he felt contributed to the unsafe traffic conditions in the area. These included cut-through traffic to and from the 'Go' station, postal vehicles utilizing Balsam Avenue, and postal vehicles parking on the corner of Balsam Avenue and Clarkson Road.

All of these issues were considered and observed during the review of Balsam Avenue in July of 1987. The percentage of cut-through traffic was found to be greater than expected (approximately 50%), however, the actual volume, approximately 150 vehicles during the peak periods, would not be considered excessive based on the nature of this roadway. Postal vehicles occasionally used Balsam Avenue and were parked from time to time near the intersection of Clarkson Road. There were not however, problems caused in either case.

CONCLUSION:

Motorists will generally operate their vehicle at a speed which feels comfortable based on road geometrics, roadside development and the nature of the area, regardless of the posted speed. It is quite apparent that this applies to Balsam Avenue where most motorists are comfortable with the existing speed limit.

In view of the acceptable traffic conditions observed on Balsam Avenue, the adequate geometrics and the lack of direct junior school frontage, the Public Works Department cannot recommend a reduction in the speed limit to 40 km/h.

RECOMMENDATION:

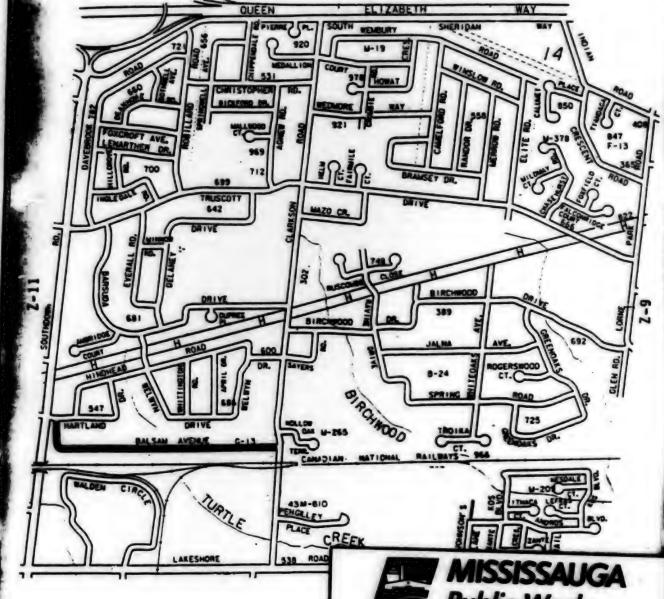
That a reduction in the speed limit to 40 km/h on Balsam Avenue not be implemented as traffic conditions are considered acceptable, road geometrics are adequate and there is no direct junior school frontage.

William P. Taylor, P.Eng Commissioner,

Public Works Dep

B/dab

Z-17 u item 17



BALSAM AVENUE

Legislative Building
Queen's Park, Toronto
Ontario M7A 1A2
965-4819



106 Lakeshore Rd. East Mississauga, Ontario L5G 1E3 278-1557

LEGISLATIVE ASSEMBLY

MARGARET MARLAND, M.P.P. MISSISSAUGA SOUTH

Concellor Pak Mullin

6th September 88

Jear Pat,
Justin to our telephone descussions on
the traffic problem on Balsan aunue 3 on
Lappy to Land-deliver the polition from the
residents of that street. It is my individually
that this polition is 100% complete.
Thank you for adding this matter to the

ational you for adding this matter to the adjunds for tomonous's Operation who who committee at lity Hall. It is my belief that Balsam avenue does experience severe belief that traffic conditions for those residents who have these these who

while we all recognise that speed reduction in signage does not always result in the diwers' panaliance.



106 Lakeshore Rd. East Mississauga, Ontario LSG 1E3 278-1557

LEGISLATIVE ASSEMBLY

Clir. Mullin

MARGARET MARLAND, M.P.P. MISSISSAUGA SOUTH

at least when there is redor enforcement, the world would soon get would about the meriessed exect of speeding in both dollars and points lost.

Howing lived in the area for 31 years, I have personally witnessed the changes in divining patterns in our Clarkson community. It is containly the that many people prefer to race along Balson Owene now that hakes love Road has five traffic lights within the same distance.

There are several other woods within the Clarkeon area which do have to know these woods also have the protection of sidewalks and in some cases are much wider roads than Ralenn Am



06 Lakeshore Rc East Mississauga. Ortano

Clr. Muller

MARGARET MARLAND, M.P.P. MISSISSAUGA SOUTH

In a letter to one of the residents Mr. Rend in February this year, MR. William P. Taylor, P. Eng. Commissioner of Public Works, mentioned that Meadowood Road was 40 km/h because it was winding and narrow. He did not mention however that Meadowood also has a sidewalk I think that Balson because it is straight and narrow therefore justifies the speed reduction to enhance the safety of all the pedestriais (including servoil children) who must walk on the road. The hazard is increased in the winter with snow planed

to the sides and narrowing the road further. on Mr. Taylois same letter he mentioned these Belson avenue is identified for re-construction Legislative Building Queen's Park, Toronto Ontario M7A 1A2 965-4819



106 Lakeshore Rd East Missirsauga, Ontano LSG __3 278.: 157

Olr. Mullin

LEGISLATIVE ASSEMBLY

MARGARET MARLAND, M.P.P. MISSISSAUGA SOUTH

from now and we know that the City cannot guarantee the projects in a proposed 10 year capital Budget, I would respectfully suggest that anything that could be done immediately to relieve the anxiety of the Balsam Querne residents should be done.

St should also be noted that the radar speed studies were done in the <u>summer</u> month of July 1987 when obviously that ic volumnes are greatly reduced in our area. In November 87 MR. Taylor's letter agreed that "cut-through traffic" on Balson Owenne was of a high percentage, porticularly for the residential nature of the readway." = Quatation.

I am some you will agree that this last quotation says it all!

Legislative Building Queen's Park, Toronto Ontario M7A 1A2 965-4819



106 Lakeshore Rd East Mississauga, Ontario L5G 1E3 278-1557

Clr. Mullin

LEGISLATIVE ASSEMBLY

MARGARET MARLAND, M.P.P.

I undustand that Mr. Einie Reid of 1847 Belson Overne is planning to appear as a delegation and speak at temporari's meeting at lity Hall.

I know that you will give him your support in resolving this problem once and for all. The residents of Balson Avenue will be eagerly articipating the outcome of the decression of Coursel of the decression of Coursel of the petition to Mayor Horel McCallion to request her support of possible.

Sincerely - Margarettarlan

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| smuth Verel | 1447 | 822-2985 |
| Tak Call | 1855 | 822-9389 |
| Gearma Halonsly | 2934 | 822-8320 |
| Slavya Kalapaca | 1833 | 823-9598 |
| Denne Bastitle | 1825 | 822-0932 |
| The Exerpantil | 1815 | 822-7669 |
| 7/166 | 1812 | 132-0666 |
| Callerine Glasper | 1807 | 823-6595 |
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| Betty Pelleguin | 1801 Balona | 822-15-84 |
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| Pateria Phillips | 1872 | 822-4337 |
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| . E. CUNLIPPE | 1931 BALSAM AVE | 822-4321 |
| 1. KENNEDY | 1925 Balson Ave | 822-3850 |
| A. Corp | 1932 Balsam Que | 822-0873 |
| n-mont | 1939 Balsom Ave. | 823-5965 |
| 2Mitdel | 1947 Balson Are | 103-6136 |
| llyn De Vne | 1946 Baham Au | 822.7849 |
| Vandra Harnier | 1962 Balsem ave. | 823-4343 |
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| Stave Tommer. | 1969 BALSAM AVE | 823-4766 |
| y any Modera | 10 1768 1. 11 | 322-80 |
| Hendell Mooron | 1979 Balan ave | 823-9242 |
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| James Frage | 1910 Belson DIE | 823 - 8363 |
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| P. Stornich | 1992 Bulsam Ave | 822-1928 |
| P. CORBIERRE | 2001 BAISMA ACE | 822-1519 |
| D. Janes | 2003 BALSAN AVE | 822-8283 |
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| Prend Van West | 1916 BALSAM | 823-3075 |
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CITY OF MISSISSAUGA

MINUTES

MEETING SIXTEEN EIGHTY-EIGHT

NAME OF COMMITTEE:

OPERATIONS AND WORKS

DATE OF MEETING:

WEDNESDAY, SEPTEMBER 7, 1988, 2:10 P.M.

PLACE OF MEETING:

RESOURCE LIBRARY, CIVIC CENTRE

MEMBERS PRESENT:

Councillor H. Kennedy
Councillor F. McKechnie (Chairman)

Councillor D. Cook
Councillor D. Culham
Councillor D. Lane Councillor T. Southorn

Mayor H. McCallion (Ex-Officio)

MEMBERS ABSENT:

NIL

OTHERS PRESENT:

Councillor P. Mullin

Councillor M. Prentice

STAFF PRESENT:

Mr. D.A. Lychak, City Manager
Mr. B.E. Thom, City Solicitor
Mr. W.P. Taylor, Commissioner of Public Works
Mr. A. McDonald, Director, Public Works
Mr. K. Schipper, Director, Public Works
Mr. G. Bentley, Chief, Fire Department
Mr. T.L. Julian, City Clerk
Ms. L. Mailer, Committee Coordinator, Clerk's
Department

Department

INDEX - OPERATIONS AND WORKS COMMITTEE - SEPTEMBER 7, 1988

A Representative of the Bell Canada

DEPUTATIONS - 2:10 P.M.

A.

17.

F.06.04

| (11) | |
|----------------------------|---|
| (11) N | Ar. Bob Hendry, HV Engineering Limited |
| See Item | |
| F.04.06 | |
| FILE SI | JBJECT |
| A.06.01 | 1987 Fire Department Annual Report |
| M-830 Pa | ark Point Estates - Parkwood Place edesignation of Fire Break Lot |
| F.05.05 | Newspaper Boxes Policy |
| T-87066 | Kennedy Business Park - Preservicing |
| M-624 Ad Dre | wel Developments - Sandy and Helen Aguanno - Grading and alnage Agreement - Lot 27, 938 Wetherby Lane |
| M-599.02 | Ilomar Subdivision - Draw on Securities |
| M-528.02 | Fieldgate Development and Construction Subdivision - |
| PCC 197 | Peel Condominium Corporation 197 - Naming of Private Road - |
| F.04.06 | Bell Canada Underground Facilities |
| F.02.04.03 J.05.88088. | Mcl muchlin Dead - |
| F.06.04.02 | Maple Avenue North - 12 Hour Parking |
| F.06.04.02 | Jolliffe Avenue - 12 Hour Parking |
| F 06.03.08 | Ministry of Transportation - Northwest Mississauga Roads |
| A.03.04.11.0 | 2Traffic Safety Council Report 5-88 |
| A.02.03.02.0 J.05.88011 | 2 Highway 403 Arterial Road Extension |
| A.04.07 | Front End Developer Financing of Utility Works - Region of |
| | FILE SI A.06.01 M-830 Pa Ref F.05.05 T-87066 M-624 Ad Dru M-599.02 M-528.02 PCC 197 F.04.06 F.02.04.03 J.05.88088. F.06.04.02 F.06.04.02 F.06.04.02 F.06.03.08 |

Balsam Avenue - Vehicle Speeds

MATTERS CONSIDERED:

1. Report dated August 17, 1988, from the Fire Chief enclosing the 1987 Fire Department Annual Report which summarizes the activities of the Fire Department for the year ending December 31, 1987.

Again, with the record growth and activity within the City, all staff have been extremely active. Special recognition is given to our Fire Prevention personnel who handled their responsibilities with distinction. The plan review process maintained very acceptable time frames during the year and this, together with site inspections, fire investigations, fire route inspections and inspections of existing buildings for licensing or sale purposes, required considerable dedication to provide the service that is expected.

The provision of quality emergency service to this municipality cannot be achieved without assistance and support of many groups and individuals. This report provides the opportunity to express appreciation for the support given by Mayor McCallion and Members of Council, our City Manager and the Senior Management Team of the City.

All of the groups and agencies who work with us throughout the year must be thanked for without their assistance the task would be more difficult. They include the Peel Regional Police, Ontario Provincial Police, Ambulance Services, Hydro Mississauga, Consumers' Gas, Office of the Fire Marshal and the Lakeshore Fire Buffs Canteen Service.

RECOMMENDATION:

That the 1987 Annual Report of the Fire Department be received as information.

Chief Bentley reviewed the highlights of the report and thanked Members of Council, City Staff and agencies for their support.

A.06.01

Received
See Recommendation OW-336-88 (T. Southorn)

2. Report dated August 11, 1988, from the Fire Chief regarding the request for a redesignation of the fire break lot for Park Point Estates/Parkwood Place. This request has been reviewed and the change does not affect the intent of the fire break requirement of not having more than six houses in a row under construction in the framed only state at the same time.

RECOMMENDATION:

That Lot 13 be approved as the designated fire break lot in lieu of Lot 14 as originally agreed in Schedule 'C' of the Servicing Agreement for Park Point Estates/Parkwood Place (lands located north of Eglinton Avenue West /east of Second Lines West).

M-830

Approved
See Recommendation OW-337-88 (T. Southorn)

 Report dated August 16, 1988, from the Commissioner of Public Works regarding a policy for the placement of newspaper boxes in the City.

At the present time there are numerous locations throughout the City at which newspaper boxes are located. As the City grows there is more and more demand for newspaper box locations as well as an increase in the number of publications. Presently, there are boxes owned by the Globe and Mail, The Sun, The Star, Mississauga News, Financial Post, The Brampton Prospector, etc. and there is no formal policy approved by Council outlining the terms and conditions controlling the number or location of any of those boxes. The only policy adopted by Council on this issue was back in 1978, copy of which is attached. At this time we feel that it would be appropriate to establish a comprehensive policy to govern the sale of newspapers within the Public Highway.

It is concluded at this time that a formal Licensing Agreement should be entered into between the City and the various Newspaper Companies which will govern the terms and conditions of the placement of newspaper boxes within the street allowances within the City of Mississauga. Such street allowances would include all City streets as well as streets under the jurisdiction of the Region of Peel. Appendices to the agreement would cover all of the locations which the applicable newspaper publisher has permission to place and maintain boxes. These lists would be amended from time to time to reflect the additions and deletions to date.

RECOMMENDATION:

- (a) That the Legal Department prepare a by-law to control the placement and maintenance of any box for the dispensing of newspapers on any road allowance within the City of Mississauga under the jurisdiction of the City of Mississauga.
- (b) That a license agreement be prepared by the City's Legal Department for execution by the various newspaper companies to govern the terms and conditions of the placement of newspaper boxes in the City of Mississauga and that these conditions be in accordance with the report dated August 16, 1988 from the Commissioner of Public Works.
- (c) That discussions be entered into with the Region of Peel with a view to having a consistent policy for the placement of newspaper boxes on Regional roads.

- (d) That the Planning and Building Department report to the Operations & Works Committee after discussion with the Newspaper Companies on the feasibility of providing combination boxes which would be aesthetically pleasing as well as practical with special emphasis being placed on the B.I.A.'s and City Centre areas.
- (e) That a fee be established in the amount of \$10.00 per box per year and that this fee be included in the proposed by-law and further that the fee be reviewed every five years by Council.

F.05.05

Approved
See Recommendation OW-339-88 (T. Southorn)

Report dated August 29, 1988, from the Commissioner of Public Works in response to a request for preservicing the Kennedy Business Park Industrial Subdivision located south of Derry Road East between Kennedy Road and Hurontario Street prior to a Zoning By-law for these lands being in effect.

The Zoning By-law for this plan was passed by Council on August 17, 1988 as By-law No. 547-88, however it will not come into effect until September 21, 1988.

The underground services within Plan T-87066 have been reviewed by both the City and the Region of Peel and have found to be acceptable. However there are a number of preservicing requirements still to be resolved with the developer.

As the developer will be requested to provide the City with a Letter of Undertaking noting that he recognizes that these works are being carried out prior to the Zoning By-law being in effect and totally at his own risk, 763442 Ontario Limited should be permitted to commence with the construction with the underground services upon satisfying all conditions for preservicing.

RECOMMENDATION:

That not withstanding the City's preservicing policy and the Zoning By-law not being certified by the City Clerk or the Ontario Municipal Board:

(a) that 763442 Ontario Limited be permitted to commence with the construction of the underground services for Plan T-87066, subject to inspection by the Region and City staff and satisfying all conditions as required under the City's preservicing policy;

(b) that 763442 Ontario Limited be advised that should an objection be received by the City of Mississauga on the Rezoning By-law during the appeal period, the developer is to cease all construction activity within Plan T-87066 until the objection has been lifted and the Rezoning By-law is in effect.

T-87066

Approved
See Recommendation OW-339-88 (T. Southorn)

Report dated August 9, 1988, from the Commissioner of Public Works regarding the proposed grading and drainage works for Lot 27, Plan 43M-624, municipally known as 938 Wetherby Lane, owned by Sandy Aguanno and Helen Teresa Aguanno, and Block 40, Plan 43M-624, owned by the City of Road).

Under Clause 1(1) of the Servicing Agreement, with 605918 Ontario Limited, carrying on business as Adwel Developments for Plan 43M-624, all lots and blocks including Lot 27 and Block 40 are to be certified by the consulting engineer for the developer. In order that this may be carried out, additional grading and drainage works beyond those detailed in the Servicing Agreement will be required.

Our Legal Department recommends that these works be subject to an agreement executed between the developer, Adwel Developments (605918 Ontario Limited), the City of Mississauga, and the owners of Lot 27, Plan 43M-624, Sandy Aguanno and Helen Teresa Aguanno.

This agreement has been reviewed and signed by both the developer and the Aguannos, and now awaits execution by the City.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Agreement between 605918 Ontario Limited, carrying on business as Adwel Developments, the City of Mississauga, and the owners of Lot 27, Plan 43M-624, Sandy Aguanno and Helen Teresa Aguanno for grading and drainage works and that the City Solicitor be directed to register this Agreement on title of Lot 27, Plan 43M-624.

M-624

Approved
See Recommendation OW-340-88 (T. Southorn)

Report dated August 25, 1988, from the Commissioner of Public Works regarding a draw on the developer's securities for the completion of outstanding gradings works in Ilomar Subdivision (Phase 2 – lands located north of Derry Road West/west of Winston Churchill Boulevard).

To date this subdivision is substantially complete; however, there are several lots where the developer has failed to rectify lot grading deficiencies within a reasonable period of time despite notices.

RECOMMENDATION:

That the City of Mississauga complete the outstanding lot grading works (currently estimated at \$50,000.00) in the Ilomar Subdivision (Phase 2 – lands located north of Derry Road West/west of Winston Churchill Boulevard) and that the Commissioner of Finance and Treasurer be authorized to draw on the Letter of Current (currently valued at \$137,280.15) to cover the costs incurred by the City.

M-599.02

Approved

See Recommendation OW-341-88 (T. Southorn)

7. Report dated August 26, 1988, from the Commissioner of Public Works regarding the assumption of municipal works for Fieldgate Development and Construction Subdivision (Reg. Plan M-528 - located north of Rathburn Road and east of Dixle Road).

As far as the Public Works Department is concerned, all requirements of the Servicing Agreement have been complied with, with respect to the installation of municipal services.

A certified cheque in the amount of \$7,434.95 for cash-in-lieu of outstanding repairs, to include minor sidewalk and curb repairs along with repair of a street sign and stop sign, some minor grading, topsoiling and sodding of boulevards and seeding of lots, has been received by the City and works have been carried out under the City's Subdivision Repairs Contract.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works constructed under the terms of the Servicing Agreement for Fieldgate Development and Construction Subdivision, Plan 43M-528 (located north of the Rathburn Road and east of Dixie Road).
- (b) That the balance of the Letter of Credit (\$86,756.34) securing the Servicing Agreement for Plan 43M-528 be returned to the developer, Fieldgate Development and Construction.
- (c) That a by-law be enacted establishing the road allowance within Plan 43M-528 as public highway and part of the municipal system of the City of Mississauga.

M-528.02

Approved

See Recommendation OW-342-88 (T. Southorn)

8. Report dated August 8, 1988, from the Commissioner of Public Works in response to a proposed street name for Peel Condominium Corporation 197, 6326 Neuchatel Road. The Condominium Corporation submitted the name "Neuchatel Place" for the private condominium road off "Neuchatel Road". This submission was reviewed by the Region of Peel Street Name Committee at their meeting of August 3, 1988 and the name "Neuchatel Place" was approved.

RECOMMENDATION:

That "Neuchatel Place" be approved as a street name for the private road for Peel Condominium 197, located north of Britannia Road West and east of Winston Churchill Boulevard subject to the following:

- (a) That a standard City of Mississauga street name sign indicating the new street with a second blade indicating "PRIVATE ROAD" be erected on Neuchatel Road at the appropriate location;
- (b) That the cost of this sign be born by the Peel Condominium Corporation 197 but erected by City forces.
- (c) That the units within the development retain their existing unit numbering.

PCC 197

Approved
See Recommendation OW-343-88 (T. Southorn)

 Report dated August 30, 1988, from the Commissioner of Public Works regarding Bell Canada Underground Facilities.

Attached is correspondence which the City has received from Bell Canada regarding underground services dated July 18, 1988 and August 30, 1988.

For the past plus or minus twenty-five years Bell Canada have been a leader in advocating underground plant for cable installations, and it would be difficult to determine the exact date when the last aboveground Bell plant was installed in a new subdivision in Mississauga. Throughout this period of time all underground installation work was done at the cost of Bell Canada to the best of our knowledge.

In the recent past, in liaison meetings with the cable companies (Bell, Cable TV), we were advised that they were being overcharged by developers for the cost of trenching as the City insisted Hydro, Bell and Cable TV go in the same trench, and the developers were overcharging the utilities in order to compensate for the cost of installing hydro. Hydro, similar to the City, have an agreement with the developers to install hydro plant and street lighting at the developers' cost. In order to help rectify this situation we have held up the signing of subdivision agreements until we receive in writing a letter from both Bell Canada and Cable TV that the specific developer has made satisfactory arrangements with them for cable installation. We assumed that things have been working satisfactorily until receipt of the letter from Bell Canada dated July 18, 1988.

September 7, 1988

Bell Canada is requesting that we include a clause in our subdivision agreements which would require a developer to pay the cost of placing their plant underground (trench cost only). In the event we do not agree to this, Bell Canada will install their plant aboveground in either an easement (backyard) or on the road allowance (frontyard). Bell Canada feel that they have the right to install their plant either aboveground or below ground as indicated in their letter of July 18, 1988.

It would be appropriate since these changes are so radical from our current policies to refer this matter to staff for consideration at a future Operations and Works Committee meeting.

RECOMMENDATION:

That Bell Canada be advised that their request for inclusion in the City of Mississauga subdivision requirements has been referred to staff for a report at a future Operations and Works Committee meeting in October 1988.

A Representative of Bell Canada attended the meeting to outline their position. Bell Canada are undertook 1.5 years ago a project to find out what it was costing to provide basic service in Metro and surrounding municipalities. One of the additional costs in providing service in Mississauga was the requirement to place the service underground. Bell Canada requests that the City put a clause in the servicing agreement to allow Bell to negotiate with the developer to provide these services. Bell has met with members of the Urban Development Institute who has referred the matter to ne of their standing committees. Bell consulted with the Canadian Ratio Television Communications Corp who responded that Bell does have the right to charge for other than the service they wish to provide. Bell requested confirmation from the City as to whether or not they require the facilities to be placed underground.

The Mayor confirmed that it is City policy to require such services to be placed undergrounds and suggested that it would be more appropriate for Bell to be discussing this issue with the Urban Development Institute.

Committee requested that Staff review the implications further especially with respect to the charges by to the utilities by different developers.

Mr. Hendry, a consulting engineer, advised that the trenching works are tendered so that it was difficult to understand the allegation by Bell about the developers' charges to the utilities. Mr. Hendry submitted a letter dated September 6, 1988, in response to the matter which was referred to Staff for a meeting with Bell and the development industry and its consultants.

F.04.06

Approved See Recommendation OW-344-88 (D. Culham) Report dated August 8, 1988, from the Commissioner of Public Works regarding the closure of McLaughlin Road.

RECOMMENDATION:

(a) That a by-law be enacted to implement the closure of McLaughlin Road from Bristol Road to Matheson Boulevard during the dates of September 19, 1988 and 9:00 am to November 7, 1988 at 12:00 midnight for the purpose of road and underground service construction;

(b) That a by-law be enacted to implement the closure of McLaughlin Road from Matheson Boulevard to Britannia Road during the dates of November 4, 1988 at 9:00 am to December 2, 1988 at 12:00 midnight for the purpose of road and underground service construction;

(c) That By-laws 413-88 and 414-88 be repealed due to the delay of the contract tender sale for McLaughlin Road from Bristol Road to Britannia Road.

Council at its meeting on Wednesday, August 17, 1988, deferred the report to this meeting to clarify the question of whether or not an environmental assessment was required on this project.

Mr. Lychak advised that the environmental assessment is not related to this section of McLaughlin.

F.02.04.03 J.05.88008.01

Approved
See Recommendation OW-345-88 (T. Southorn)

11. Report dated August 12, 1988, from the Commissioner of Public Works in response to a request from a resident for 12 hour parking on Maple Avenue due to the shortage of on site parking.

The resident was advised that a petition should be submitted by at least 66% of the residents on Maple Avenue; however, less than 50% of the total residents on the street signed the petition. This has been reviewed by Councillor Kennedy and he requests that 12 hour parking be implemented on the east side.

Maple Avenue North is a standard 8.5 meter (28 feet) roadway which can accommodate one side parking while still providing for two way traffic flow.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to implement 12 hour parking on the east side of Maple Avenue North between a point 15 meters (50 feet) north of Lakeshore Road West and a point 60 meters (200 feet) northerly.

F.06.04.02

Approved
See Recommendation OW-346-88 (T. Southorn)

Report dated August 19, 1988, from the Commissioner of Public Works in response to a petition from the residents of Joliffe Avenue for extended on 12. street parking.

Observations reveal that each home on this roadway has a minimum of 200% on site parking with some room for additional expansion and based on City policy extended on street parking is not required.

RECOMMENDATION:

That in accordance with City policy, extended on street parking not be implemented on Joliffe Avenue as a minimum of 200% on site parking is available for each home.

F.06.04.02

See Recommendation OW-347-88 (T. Southorn)

Letter dated July 29, 1988, from Mr. David G. Hobbs, Deputy Minister, Ministry of Transportation in response to the City's recommendations 13. regarding the Northwest Mississauga Roads Review and in particular the programming of the Highway 401 collector/distributor system westerly to the proposed Mavis Road Extension by 1993.

Mr. Hobbs advises that due to the number of projects, the staging involved and the time required to carry out the pre-contract engineering activities and construction work, it is not possible to complete the widening of Highway 401 to Mavis Road by 1993 and no commitment can be given at this time as to when the work will be completed.

F.06.03.08

See Recommendation OW-348-88 (D. Lane)

Report 5-88 of the Traffic Safety Council meeting held on August 17, 1988. 14.

A.03.04.11.02

Approved See Recommendations OW-352-88 to OW-354-88 (D. Lane)

Report dated August 26, 1988, from the Commissioner of Public Works regarding the Highway 403 Arterial Road Extension. 14.

On October 26, 1988, City Council retained McCormick Rankin and M.M. Dillon, Consulting Engineers for the planning and design of the Highway 403 Arterial Road Extension. The study proceeded to the point where alternative alignments for the roadway were presented to the public on March 7, 8, 9,

September 7, 1988

At the March 9, 1988, Public Meeting, many comments were made questioning the project need and justification. Many comments were also made regarding the need to investigate alternative transportation solutions to the Highway 403 Arterial Road Extension. Finally, it was suggested that a Community Advisory Committee be established to provide representative community input during the planning study.

Additional analysis regarding the above noted concerns was carried out. The study team examined present and future transportation demands and deficiencies in the northeast part of the City and reviewed twelve possible alternative transportation solutions to the arterial road project.

It was concluded in the Spring that the arterial road was required to help provide adequate traffic level of service. However, by the possible introduction of bus lanes along Eglinton Avenue it would be possible for the Highway 403 Arterial Road to be constructed to four lanes rather than six.

Alternatives in this regard were presented to the public on June 8 and 9, 1988. Public comment regarding the four lane alternative for the roadway was generally favourable.

Since June, the study team has continued to analyze and evaluate the alternative road schemes and alignments. In the six lane scheme, four of the lanes would be available to traffic and the two outside lanes would be reserved for buses only in the peak hours. In the case of four lanes, the exclusive bus lanes would be provided along a widened Eglinton Avenue.

The level of service which could be provided by bus lanes along Eglinton Avenue would be less than that which could be provided along the new arterial road because of driveway interference and the presence of more intersections. However, the difference is considered marginal and tolerable. The four lane alternative has the advantage of being compatible with previous studies and reports and is more in line with the public's expectations.

Therefore, since the transportation differences between the four and six lane schemes are marginal, it has been concluded that the four lane alternative should be carried forward as a preferred alternative.

The study team has also carried out further analysis on items of concern to the public, including road alignment, noise, air quality and property values. All of the work which has been carried out was reviewed with the Community Advisory Committee who are in general agreement with the study findings. It is felt that the study conclusions should be presented to the public in both a Public Information Centre and Public Meeting format on September 13 and 14, 1988.

Subsequent to the Public Meeting, staff will prepare recommendations to Operations and Works Committee and Council. Public involvement is expected to occur at that time as well.

RECOMMENDATION:

That Public Information Centres be held for the Highway 403 Arterial Road Extension project on September 13 and 14, 1988 and that a Public Meeting be held on September 14, 1988, both at the Glenforest Secondary School.

A presentation of the study progress and findings was presented to the Committee by the Consultants, Dillon Consulting Engineers and McCormick Rankin Consulting Engineers.

A.02.03.02.02 J.05.88011

Received
See Recommendation OW349-88 (T. Southorn)

16. Report dated September 6, 1988, from the Commissioner of Finance and Treasurer in response to the following resolution adopted by Regional Council on March 10, 1988:

"That the report of the Treasurer and Commissioner of Finance on front-end developer financing of utility works be referred to the area municipalities for comments".

The City has not endorsed this type of arrangement primarily because of the legal uncertainties that exist in our ability to collect funds from subsequent developers and remit to the front-ending developer. Also, in examples of large scale front-end financing schemes, such as that used by the Region of Halton, the administrative burdens are quite onerous. The Region of Peel has at least partially addressed these concerns by limiting the front-ending schemes to \$1 million in order to minimize exposure and administrative difficulties. Further, the proposal essentially suggests a trial basis for the scheme. If difficulties are encountered, the scheme would be discontinued.

We agree with the Region's statement that they are attempting to solve an imperfect situation with an imperfect solution. The City of Mississauga has never endorsed front—end financing schemes as such and we believe that this should remain so. The Region's proposal concerns very small works in the sewer and water programme and apparently is meant to accommodate small developers (primarily in the Brampton area) who wish their developments to proceed without having to wait for subsequent developers to participate in the cost of the required services.

In Mississauga, developers are allowed to construct major leviable works such as storm sewer systems with full levy credits in return. Such arrangements are presently being considered in the East Credit planning district and in the Derry Industrial district, where several developers are sharing in the cost of the watercourse improvement works to be constructed by the developers. The City does not give credits in excess of the levies otherwise payable for the specific site, often resulting in a benefit to the City if actual costs exceed the levy credits. With such arrangements, the City asks the developers to deposit a letter of credit with the City. We do not take on the role of "bankers". The developers perform the works and share the costs among themselves.

For works that are not included in the levy, the City has sometimes allowed developers to contribute proportional amounts toward the cost, with the works being undertaken by the City. For example, the City's reconstruction of Second Line West – North of Eglinton Avenue to a four-lane curb and gutter section is being funded 100% by the developers. If development causes the works to be required before all payments are received, the City may in effect act as the front-ender for a period of time. We feel that these types of arrangements are preferable to front-ending schemes.

The use of wide-spread front-ending can lead to the promotion of site specific costing which is inconsistent with the average cost basis used in the levy calculations. Although the Region's proposal is for works that are included in the Region's ultimate servicing scheme, we understand that the works qualifying for this plan generally will not be leviable works. This would alleviate our above concern.

The report of the Treasurer and Commissioner of Finance of the Regional Municipality of Peel on front-end developer financing of utility works deals with front-end financing on a very small scale and has considered the potential legal liability arising from such schemes by limiting the exposure while still providing a means for the small developer to proceed on a timely basis. The City of Mississauga provides alternate arrangements which, at the present time, appear to be sufficient.

RECOMMENDATION:

That Council re-endorse its present policy of not participating in front-end financing schemes among developers.

Councillor Southorn advised that this resolution originated at the Region because of the number of capital works projects which were not being financed in the Region's budget. Councillor Southorn recommended the motion be amended to indicated that while the City of Mississauga does not wish to adopt such a policy that it had no objection if the Region of Peel deemed it necessary. The motion was amended was voted on and carried.

A.04.07

See Recommendation OW-350-88 (T. Southorn)

17. Report dated September 7, 1988, from the Commissioner of Public Works regarding vehicle speeds on Balsam Avenue.

A number of Balsam Avenue residents have contacted the Public Works Department and Councillor Mullin with respect to reducing the speed on this roadway from 50 km/h to 40 km/h. Public Works staff have met on location with a resident, Mr. Ernie Reid, on a number of occasions and completed numerous studies on Balsam Avenue during 1987. Mr. Reid, Councillor Mullin and the Peel Regional Police were advised of the study results which indicated that speeds were generally acceptable.

As previously indicated to Mr. Reid and to Councillor Mullin, 40 km/h speed zones, as approved by City Council, are reserved for non-arterial roadways with direct junior school frontage. They have also been discriminately implemented on roadways where geometrics warrant such usage. This practise has been quite effective as it pertains to school zones as motorists have learned to associate the presence of school frontage and children with the 40 km/h signs. Indiscriminate use of this speed limit reduces its effectiveness, as has occurred with the indiscriminate use of the all—way stop where a reduction in safety at unwarranted locations frequently prevails.

Speed studies conducted in July of 1987 indicated that vehicle speeds were generally acceptable with 85th percentiles in the 57 - 60 km/h range. Speeds in excess of about 62 km/h would generally be considered enforceable by the Peel Regional Police in a 50 km/h zone. Approximately 9-10% of vehicles monitored were travelling at enforceable speeds.

With respect to enforcement of the 50 km/h speed by the Police, they have advised that Balsam Avenue is listed as an ongoing complaint and enforcement will continue as frequently as manpower permits.

The collision history for Balsam Avenue indicates a total of seven accidents since 1979, and none reported by the Peel Regional Police involving pedestrians or cyclists. Only one was directly attributed to excess vehicle speed according to the Police report.

Several other issues were presented by Mr. Reid which he felt contributed to the unsafe traffic conditions in the area. These included cut-through traffic to and from the 'Go' station, postal vehicles utilizing Balsam Avenue, and postal vehicles parking on the corner of Balsam Avenue and Clarkson Road.

All of these issues were considered and observed during the review of Balsam Avenue in July of 1987. The percentage of cut-through traffic was found to be greater than expected (approximately 50%), however, the actual volume, approximately 150 vehicles during the peak periods, would not be considered excessive based on the nature of this roadway. Postal vehicles occasionally used Balsam Avenue and were parked from time to time near the intersection of Clarkson Road. There were not however, problems caused in either case.

Motorists will generally operate their vehicle at a speed which feels comfortable based on road geometrics, roadside development and the nature of the area, regardless of the posted speed. It is quite apparent that this applies to Balsam Avenue where most motorists are comfortable with the existing speed limit.

In view of the acceptable traffic conditions observed on Balsam Avenue, the adequate geometrics and the lack of direct junior school frontage, the Public Works Department cannot recommend a reduction in the speed limit to 40 km/h.

RECOMMENDATION:

That a reduction in the speed limit to 40 km/h on Balsam Avenue not be implemented as traffic conditions are considered acceptable, road geometrics are adequate and there is no direct junior school frontage.

Mr. Ernie Reid of Balsam Avenue addressed the Committee on behalf of the residents and reiterated their concerns and request for the reduced speed, a truck prohibition and a stop sign on Balsam Avenue at the entrance to Hindhead Park.

The Committee also received a letter dated September 6, 1988, from Mrs. Margaret Marland, M.P.P. Mississauga South, supporting the residents' request.

Mr. Schipper reviewed the rationale for not recommending the speed reduction and pointed out that stop signs are only allowed at intersections to control the flow of traffic and it is totally against Provincial legislation to place a stop sign in the middle of nowhere. Mr. Schipper advised they would review the installation of "trucks prohibited" signs, but that the speeding is a matter of enforcement.

Councillor Mullin advised that she has been dealing with this problem for some time and concluded that the only way to reduce the speeding is to reduce the speed limit. This is a unique situation where Balsam Avenue provides access to a church, a school, a post office and is used as a cut-through for vehicles from Lakeshore Road accessing the Go Station. Councillor Mullin, not being a member of the Committee, requested that a Member place a motion to reduce the speed limit to 50 k/h.

Members of Committee discussed the various options as follows:

- (a) reduce speed limit to 50 k/h
- (b) Install stop signs
- (c) prohibit trucks
- (d) radar enforcement
- (e) making Balsam Avenue a one way street or dead ending it.

Councillor Cook recommended that the truck prohibition signs be installed. After further discussion, Councillor Culham recommended an amendment to the motion that the Police be requested to provide vigorous enforcement of the speed limit on this road for a 60 day period and that a report be brought back to Committee following that time. The motion as amended was voted on and carried.

F.06.04

See Recommendation OW-351-88 (D. Cook)

Recommendations:

As per Report 16-88

Adjournment:

4:30 P.M.

SEPTEMBER 7, 1988

THE OPERATIONS AND WORKS COMMITTEE

REPORT 16-88

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its sixteenth report and recommends:

OW-336-88 That the 1987 Annual Report of the Fire Department be received for information.

A.06.01 (OW-336-88)

OW-337-88 That notwithstanding Schedule 'C' of the Servicing Agreement for Park Point Estates/Parkwood Place that Lot 13 be approved as the designated fire break lot in lieu of Lot 14 (lands located north of Eglinton Avenue West /east of Second Line West).

M-830 (OW-337-88)

- OW-338-88 (a) That the Legal Department prepare a by-law to control the placement and maintenance of any box for the dispensing of newspapers on any road allowance within the City of Mississauga under the jurisdiction of the City of Mississauga.
 - (b) That a license agreement be prepared by the City's Legal Department for execution by the various newspaper companies to govern the terms and conditions of the placement of newspaper boxes in the City of Mississauga and that these conditions be in accordance with the report dated August 16, 1988 from the Commissioner of Public Works.
 - (c) That discussions be entered into with the Region of Peel with a view to having a consistent policy for the placement of newspaper boxes on Regional roads.
 - (d) That the Planning and Building Department report to the Operations & Works Committee after discussion with the Newspaper Companies on the feasibility of providing combination boxes which would be aesthetically pleasing as well as practical with special emphasis being placed on the B.I.A.'s and City Centre areas.

(e) That a fee be established in the amount of \$10.00 per box per year and that this fee be included in the proposed by-law and further that the fee be reviewed every five years.

F.05.05 (OW-338-88)

OW-339-88 That not withstanding the City's preservicing policy and the Zoning By-law not being certified by the City Clerk or the Ontario Municipal Board:

(a) that 763442 Ontario Limited be permitted to commence with the construction of the underground services for Plan T-87066, subject to inspection by the Region and City staff and satisfying all conditions as required under the City's preservicing policy;

(b) that 763442 Ontario Limited be advised that should an objection be received by the City of Mississauga on the Rezoning By-law during the appeal period, the developer is to cease all construction activity within Plan T-87066 until the objection has been lifted and the Rezoning By-law is in effect.

T-87066 (OW-339-88)

OW-340-88 That a by-law be enacted to authorize execution of the Agreement between 605918 Ontario Limited, carrying on business as Adwel Developments, the City of Mississauga, and the owners of Lot 27, Plan 43M-624, Sandy Aguanno and Helen Teresa Aguanno for grading and drainage works and that the City Solicitor be directed to register this Agreement on title of Lot 27, Plan 43M-624.

M-624 (OW-340-88)

OW-341-88 That the City of Mississauga complete the outstanding lot grading works (currently estimated at \$50,000.00) in the Ilomar Subdivision (Phase 2 - lands located north of Derry Road West/west of Winston Churchill Boulevard) and that the Commissioner of Finance and Treasurer be authorized to draw on the Letter of Current (currently valued at \$137,280.15) to cover the costs incurred by the City.

M-599.02 (OW-341-88)

- OW-342-88 (a) That the City of Mississauga assume the municipal works constructed under the terms of the Servicing Agreement for Fieldgate Development and Construction Subdivision, Plan 43M-528 (located north of the Rathburn Road and east of Dixie Road).
 - (b) That the balance of the Letter of Credit (\$86,756.34) securing the Servicing Agreement for Plan 43M-528 be returned to the developer, Fieldgate Development and Construction.
 - (c) That a by-law be enacted establishing the road allowance within Plan 43M-528 as public highway and part of the municipal system of the City of Mississauga.

M-528.02 (OW-342-88)

- OW-343-88 That the City Clerk undertake the necessary procedures to name the private road for Peel Condominium 197 "Neuchatel Place" located north of Britannia Road West and east of Winston Churchill Boulevard subject to the following:
 - (a) That a standard City of Mississauga street name sign indicating the new street with a second blade indicating "PRIVATE ROAD" be erected on Neuchatel Road at the appropriate location;
 - (b) That the cost of this sign be born by the Peel Condominium Corporation 197 but erected by City forces.
 - (c) That the units within the development retain their existing unit numbering.

PCC 197 (OW-343-88)

OW-344-88 That Bell Canada be advised that their request for inclusion in the City of Mississauga subdivision requirements has been referred to staff for a report at a future Operations and Works Committee meeting in October 1988.

F.04.06 (OW-344-88) OW-345-88 (a) That a by-law be enacted to implement the closure of McLaughlin Road from Bristol Road to Matheson Boulevard during the dates of September 19, 1988 and 9:00 am to November 7, 1988 at 12:00

midnight for the purpose of road and underground service construction;

That a by-law be enacted to implement the closure of McLaughlin Road from Matheson Boulevard to Britannia Road during the dates of November 4, 1988 at 9:00 am to December 2, 1988 at 12:00 midnight

for the purpose of road and underground service construction;

(c) That By-laws 413-88 and 414-88 be repealed due to the delay of the contract tender sale for McLaughlin Road from Bristol Road to

F.02.04.03 J.05.88008.01 (OW-345-88)

OW-346-88 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to implement 12 hour parking on the east side of Maple Avenue North between a point 15 meters (50 feet) north of Lakeshore Road West and a point 60 meters (200 feet) northerly.

F.06.04.02 (OW-346-88)

OW-347-88 That in accordance with City policy, extended on street parking not be implemented on Joliffe Avenue as a minimum of 200% on site parking is available for each home.

F.06.04.02 (OW-347-88)

OW-348-88 That the letter dated July 29, 1988, from Mr. David G. Hobbs, Deputy Minister, Ministry of Transportation in response to the City's recommendations regarding the Northwest Mississauga Roads Review and in particular the programming of the Highway 401 collector/distributor system westerly to the proposed Mavis Road Extension by 1993 be received for

F.06.03.08 (OW-348-88)

OW-349-88 That Public Information Centres be held for the Highway 403 Arterial Road Extension project on September 13 and 14, 1988, and that a public meeting be held on September 14, 1988, at Glenforest Secondary School.

A.02.03.02.02 J.05.88011 (OW-349-88) OW-350-88 That the City of Mississauga policy of not participating in front end financing schemes among developers be confirmed; however the City of Mississauga has no objection to such an approach by the Region of Peel.

A.04.07 (OW-350-88)

- OW-351-88 (a) That Public Works Staff install "Trucks Prohibited" signs at the entrances to Balsam Avenue.
 - (b) That Peel Regional Police be requested to provide vigorous enforcement of the 50 kph speed limit on Balsam Avenue over the next 60 days and that a report be brought back to the Operations and Works Committee at that time.

F.06.04 (OW-351-88)

OW-352-88 That Crossing Guard service be continued at previously established hours;
And Further, that Gordon Graydon Secondary School be approached to
determine if senior students could be employed as Crossing Guards;
And Further, that existing Crossing Guard locations be reviewed to determine
if a more efficient use of School Patrollers could be implimented to relieve
the Crossing Guard shortage;
And Further, that the Peel Board of Education and the Dufferin Peel Roman
Catholic Separate School Board be requested to assist in these endeavours.

F.06.03.02 (TSC-51-5-88)

- OW-353-88 (a) That the Personnel Department prepare a review for the Administration and Finance Committee's consideration of the Crossing Guard hourly rate for January 1989.
 - (b) That the Public Works Department and Personnel Department continue their joint efforts in recruiting Crossing Guards.

F.06.03.02 (TSC-52-5-88)

OW-354-88 That the request dated July 20, 1988, from Claudia Akins, Principal of Plum Tree Park Junior School, 6855 Tenth Line West, Mississauga, for the implementation of a Bus Patrollers Program at Plum Tree Junior School, be approved.

F.06.03.02 (TSC-53-5-88)